

Appendix A

7th Avenue Roadway Classifications and Intersections

7th Avenue Roadway Classifications and Intersections

Major arterials in the east-west direction in the 7th Avenue Study area include:

- McDowell Road;
- Thomas Road;
- Indian School Road
- Camelback Road;
- Glendale Avenue; and
- Northern Avenue.

Minor/local collectors in the east-west direction in the 7th Avenue Study area include:

- Earll Drive;
- Osborn Road;
- Campbell Avenue;
- Missouri Avenue; and
- Maryland Avenue.

The following intersections along the 7th Avenue Study corridor are signalized:

- McDowell Road;
- Encanto Boulevard;
- Thomas Road;
- Earll Drive;
- Osborn Road;
- Indian School Road;
- Campbell Avenue;
- Camelback Road;
- Missouri Avenue;
- Bethany Home Road;
- Maryland Avenue;
- Glendale Avenue; and
- Northern Avenue.

The following intersections along the 7th Avenue Study corridor are unsignalized:

Intersections are listed from south to north.

- West Almeria Road;
- West Coronado Road;
- West Granada Road;
- West Palm Lane;
- West Holly Street;
- West Monte Vista Road;
- West Cypress Street;
- West Vernon Avenue;
- West Lewis Avenue;
- West Wilshire Drive;
- West Virginia Avenue;
- West Cambridge Avenue;
- West Windsor Avenue;
- West Edgemont Avenue;
- North 5th Avenue;
- West Avalon Drive;
- West Mitchell Drive;
- West Whitton Avenue;
- West Clarendon Avenue;
- West Indianola Avenue;
- West Amelia Avenue;
- West MacKenzie Drive;
- West Heatherbrae Drive;
- West Montecito Avenue;
- West Turney Avenue;
- West Roma Avenue;
- West Minnezona Avenue;
- West Hazelwood Street;
- West Coolidge Street;
- West Elm Street;
- West Pierson Street;
- West Mariposa Street;
- West Colter Street;
- West Oregon Avenue;
- West Georgia Avenue;
- West Vermont Avenue;
- West Marshall Avenue;
- West Luke Avenue;
- West San Juan Avenue;
- West San Miguel Avenue;
- West Montebello Avenue;
- West Solano Drive;
- West Rancho Drive;
- West Palo Verde Drive;
- West Berridge Lane;
- West Rose Lane;
- West Claremont Street;
- West Marlette Avenue;
- West Stella Lane;
- West McLellan Boulevard;
- West Tuckey Lane;
- West Ocotillo Road;
- West Lawrence Road;
- West Lamar Road;
- West Flynn Lane;
- West Cactus Wren Drive;
- West Glenn Drive;
- West Palmaire Avenue;
- West Myrtle Avenue;
- West Northview Avenue;
- West State Avenue;
- West Orangewood Avenue;
- West Vista Avenue;
- West Wagon Wheel Drive;
- West Kaler Drive;
- West Frier Drive; and
- West Augusta Avenue.

Appendix B

7th Street Roadway Classifications and Intersections

7th Street Roadway Classifications and Intersections

Major arterials in the east-west direction in the 7th Street Study area include:

- McDowell Road;
- Thomas Road;
- Indian School Road
- Camelback Road;
- Glendale Avenue;
- Northern Avenue; and
- Dunlap Avenue.

Minor/local collectors in the east-west direction in the 7th Street Study area include:

- Coronado Road;
- Palm Lane;
- Monte Vista Road;
- Oak Street;
- Virginia Avenue;
- Osborn Road;
- Monterosa Street;
- Glenrosa Avenue;
- Campbell Avenue;
- Highland Avenue;
- Missouri Avenue;
- Maryland Avenue;
- Orangewood Avenue;
- Butler Drive;
- Alice Avenue; and
- Hatcher Road.

The following intersections along the 7th Street Study corridor are signalized:

- McDowell Road;
- Palm Lane;
- Virginia Avenue;
- Thomas Road;
- Osborn Road;
- Indian School Road;
- VA Medical Center;
- Campbell Street;
- Highland Avenue;
- Camelback Road;
- Missouri Avenue;
- Bethany Home Road;
- Rose Lane;
- Maryland Avenue;

- Glendale Avenue;
- Northern Avenue;
- Butler Drive;
- Alive Avenue;
- Dunlap Avenue; and
- Hatcher Road.

The following intersections along the 7th Street Study corridor are unsignalized:

Intersections are listed from south to north of the study area.

- | | |
|---------------------------------------------|--------------------------------------|
| • East Coronado Road; | • East Montebello Avenue; |
| • East Granada Road; | • East Palo Verde Drive; |
| • East Monte Vista Road; | • East Claremont Street; |
| • East Alvarado Road; | • East Marlette Avenue; |
| • East Oak Street; | • East Stella Lane; |
| • East St. Mary's Way/East Sheridan Street; | • East Sierra Vista Drive; |
| • East Virginia Circle; | • East McLellan Boulevard; |
| • East Windsor Avenue; | • East Tuckey Lane; |
| • East Roanoke Avenue; | • East Ocotillo Road; |
| • East Verde Lane; | • East Flynn Lane; |
| • East Earll Drive; | • East Palmaire Avenue; |
| • East Cheery Lynn Road | • East Myrtle Avenue; |
| • East Flower Street; | • East Nicolet Avenue; |
| • East Mulberry Drive; | • East Northview Avenue; |
| • East Mitchell Drive; | • East State Avenue; |
| • East Whitton Avenue; | • East Orangewood Avenue; |
| • East Weldon Avenue; | • East Vista Avenue; |
| • East Clarendon Avenue; | • East Circle Road; |
| • East Fairmount Avenue; | • East Kaler Drive; |
| • East Amelia Avenue; | • East Belmont Avenue; |
| • East Devonshire Avenue; | • East Hayward Avenue; |
| • East Montecito Avenue; | • East Desert Park Lane; |
| • East Turney Avenue; | • East Winter Drive; |
| • East Roma Avenue; | • East Manzanita Drive; |
| • East Minnezona Avenue; | • East Harmont Drive; |
| • East Meadowbrook Avenue; | • East Royal Palm Road; |
| • East Pierson Street; | • East Griswold Road/East Corte Oro; |
| • East Pasadena Avenue; | • East Las Palmaritas Drive; |
| • East Colter Street; | • East Orchid Lane; |
| • East Oregon Avenue; | • East Townley Avenue; and |
| • East San Juan Avenue; | • East Puget Avenue. |

Appendix C

7th Avenue Traffic Signal Timing Plans



City of Phoenix
Traffic Signals Section

Intersection:	MCDOWELL @ 7 AVE		
Controller ID:	102.2	Channel:	514
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager	18.2.1		

Drop 19

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	5	15	5	15	8	15	5	15	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0
Ped Clear	0	18	0	14	0	18	0	14	0	0	0	0
Yellow Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	0.0	0.0
Red Clear	1.0	1.6	1.0	1.3	0.0	1.6	1.0	1.3	0.0	0.0	0.0	0.0
Passage (VEH EXT)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0
Maximum1	18	35	18	30	25	35	18	30	0	0	0	0
Maximum2	15	40	15	40	50	40	50	40	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	0.0	0.0	0.0	0.0
Option Data/Flash Data*	EP, NLDM	EP, ENTRF, EXITRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, NAL, NLDM, PR, DEP, RIW	EP, NLDM, MINVR	EP, ENTRF, EXITRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, NAL, NLDM, PR, DEP, RIW	NLDM	NLDM	NLDM	NLDM
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup	redClear				redClear							
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash
 EXITRF - Exit Rem Flash
 AIC - Added Initial Calculation
 DEP - Dual Entry Phase
 EP - Enabled Phase

CSE - Conditional Service Enable
 NLDM - Non Locked Detector Memory
 NA1 - Non-Actuated 1
 NA2 - Non-Actuated 2
 N - Not Used

GP - Guaranteed Passage
 MINVR - Min. Vehicle Recall
 MAXVR - Max. Vehicle Recall
 PR - Pedestrian Recall
 RIW - Rest In Walk

SVR - Soft Vehicle Recall

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	10	45	10	50	10	45	10	50
Passage 2 (VEH EXT2)	30	10	30	10	50	10	50	10
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	3	4	6	7	10
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	4,8	4,8	4,8	4,8	2,6	2,6
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	120	120	100	94
Match	0	0	0	0	0	0
Offset Time	70	23	20	31	1	22
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	13	17	19	41	42	43
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	2,6	4,8	2,6	4,8	2,6	4,8
Cross Phase	0	0	0	0	0	0
Cycle Time	90	120	120	150	150	150
Match	0	0	0	0	0	0
Offset Time	22	15	25	33	25	85
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	5,7	NONE	NONE	NONE

Split Times

Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	15	46	17	42	19	42	12	47	0	0	0	0
PATTERN 3	18	43	13	46	21	40	15	44	0	0	0	0
PATTERN 4	12	47	12	49	23	36	19	42	0	0	0	0
PATTERN 6	18	43	13	46	21	40	15	44	0	0	0	0
PATTERN 7	13	35	14	38	16	32	16	36	0	0	0	0
PATTERN 10	13	35	14	32	12	36	13	33	0	0	0	0
PATTERN 13	13	32	13	32	13	32	13	32	0	0	0	0
PATTERN 17	15	35	25	45	15	35	25	45	0	0	0	0
PATTERN 19	25	45	15	35	25	45	15	35	0	0	0	0
PATTERN 41	20	35	25	70	20	35	25	70	0	0	0	0
PATTERN 42	25	75	15	35	25	75	15	35	0	0	0	0
PATTERN 43	20	54	22	54	24	50	15	61	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	11
Day Prgm	1	1	1	1	1	1	1	2
Start Time	00:00	04:00	06:00	09:00	14:30	18:30	22:30	00:00
Coord Ptn	13	10	1	7	4	10	13	13
Override	false	false	false	false	false	false	false	false

Step Num	12	13
Day Prgm	2	2
Start Time	06:00	22:30
Coord Ptn	10	13
Override	false	false

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

TOD Data

TOD Step	1	2	3	4	5	9
Day Prgm Num	1	1	1	1	1	2
Start Time	00:00	06:00	09:00	15:00	18:30	00:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	AVE	NONE	AVE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	5,7	NONE	5,7	NONE	5

*Options 1 Definition:

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

**Special Function Options

4 - CNA1

5 - Walk Rest

7-Pretimed Operation

8 - Ped Recycle

Vehicle Detectors

Det Number	1	2	3	4	5	6	7
Alarms	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	1	3	3	5	5	7
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Erratic Counts	0	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fail Time	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0
Options	P	P	P	P	P	P	P
Queue Limit	0	0	0	0	0	0	0
Report Alarms	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0

Det Number	8
Alarms	NONE
Call Phase	7
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:	EOF - Erratic Output Fault	CF - Configuration Fault
NAF - No Activity Fault	CF - Communications Fault	OF - Other Fault
MPF - Max Presence Fault		
Options:	RLC - Red Lock Call	Q - Queue
VD - Volume Det	P - Passage	C - Call
OD - Occupancy Det	AI - Added Initial	
YLK - Yellow Lock Call		

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	8
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	100							

Preempt Data

Preempt Num	Preempt 3	Preempt 4	Preempt 5	Preempt 6
Link	0	0	0	0
Delay Time	0	0	0	0
Duration Time	0	0	0	0
Inhibit Time	0	0	0	0
Max Time	120	120	120	120
Term Ovlp	NONE	NONE	NONE	NONE
Term Overlaps	NONE	NONE	NONE	NONE
Min Ped Clear	0	0	0	0
Min Green	1	1	1	1
Min Yellow	0.0	0.0	0.0	0.0
Min Red	0.0	0.0	0.0	0.0
track Clear	NONE	NONE	NONE	NONE
Track Clear	0	0	0	0
Track Clear	0.0	0.0	0.0	0.0
Track Clear	0.0	0.0	0.0	0.0
Min Hold Time	8	8	8	8
Hold Phases	2,6	4,8	2,6	4,8
Hold Yellow	0.0	0.0	0.0	0.0
Hold Red	0.0	0.0	0.0	0.0
Out Of Flash	red	red	red	red
Hold Time	5	5	5	5
Exit Calls	3,7	1,5	3,7	1,5
Exit Max	0	0	0	0
Exit Phases	3,7	1,5	3,7	1,5
Options 1	A	A	A	A
Options 2	NONE	NONE	NONE	NONE

***Options 1 Definition:**

A - Active	PA - Ped Active
DL - Detector Lock	PCY - Ped Clear Through Yellow
HF - Hold/Flash	PD - Ped Dark
P - Priority	ZPCT - Zero Ped Clear Time

****Options 2 Definition:**

AODH - Active Only During Hold	NCVMF - No CVM in Flash
DOF - Don't Override Flash	TOASAP - Terminate Overlap ASAP
EMPT - Enable Max Preempt Time	TP - Terminate Phases
FAO - Flash All Output	YRGG - Yellow-Red Goes Green
FFGH - Fast Flash Green on Hold	

Intersection:	ENCANTO @ 7 AVE					
Controller ID:	93.2	Channel:	553	Drop:	3	
System:	TransCore TransSuite TCS					
Controller Type:	Econolite Cobalt 32.65					
TransCore Unified Controller Manager 18.2.1						



Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	5	15	0	5	0	1	0	0	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	8	0	13	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	0.0	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
Vehicle Extension 2	3.0	1.0	0.0	3.0	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 1	15	45	0	45	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	10	50	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	20	35	0	25	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.6	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	2	System Override		No													
Timing Plan	0			Sequence													0
Vehicle Detector	0			Detector Log													NONE
Flash	No			Red Rest													No
Veh Det Diag Plan	0			Ped Det Diag Plan													0
Dimming Enable	No																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh							

Action Plan (MM-5-2)3

Pattern	3			System Override	No											
Timing Plan	0			Sequence	0											
Vehicle Detector	0			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	5				System Override				No							
Timing Plan	0				Sequence				0							
Vehicle Detector	0				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	0				Ped Det Diag Plan				0							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)6

Pattern	6				System Override				No							
Timing Plan	0				Sequence				0							
Vehicle Detector	0				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	0				Ped Det Diag Plan				0							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)8

Pattern	8			System Override	No											
Timing Plan	0			Sequence	0											
Vehicle Detector	0			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)9

Pattern	9	System Override		No												
Timing Plan	0			Sequence												0
Vehicle Detector	0			Detector Log												NONE
Flash	No			Red Rest												No
Veh Det Diag Plan	0			Ped Det Diag Plan												0
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)11

Pattern	11				System Override				No							
Timing Plan	0				Sequence				0							
Vehicle Detector	0				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	0				Ped Det Diag Plan				0							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)12

Pattern	12				System Override				No							
Timing Plan	0				Sequence				0							
Vehicle Detector	0				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	0				Ped Det Diag Plan				0							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)14

Pattern	14				System Override				No							
Timing Plan	0				Sequence				0							
Vehicle Detector	0				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	0				Ped Det Diag Plan				0							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)16

Pattern	16				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)17

Pattern	17				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)42

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)99

Pattern	254				System Override				No							
Timing Plan	0				Sequence				0							
Vehicle Detector	0				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	0				Ped Det Diag Plan				0							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	23							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	61	0	47	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		0				
Use Split Pattern	2							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		0				
Use Split Pattern	3							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern	0		

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120				
Use Split Pattern	4							
Cycle Time	120							
Offset Val	93							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	64	0	41	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern	0		

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		0					
Use Split Pattern	5								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0					
Use Split Pattern	6								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		100				
Use Split Pattern	7							
Cycle Time	100							
Offset Val	6							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	45	0	40	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0				
Use Split Pattern	8							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		0				
Use Split Pattern	9							
Cycle Time	0	STD (COS)						
Offset Val	0	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94				
Use Split Pattern	10							
Cycle Time	94	STD (COS)						
Offset Val	22	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	12	46	0	36	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90				
Use Split Pattern	13							
Cycle Time	90							
Offset Val	28							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	33	0	45	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		120				
Use Split Pattern	16							
Cycle Time	120							
Offset Val	100							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	60	0	48	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Day Plans

Day Plan 1

Event	1	2	3	4	5
Action	10	1	7	4	10
Hour	0	5	9	14	18
Minute	0	55	5	30	30

Day Plan 2

Event	1	2	3
Action	13	10	13
Hour	0	6	22
Minute	0	0	30

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2.0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	NONE	11	NONE
Pretimed Phases	NONE	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	2	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	TOGETHER	
3	3	Vehicle	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	TOGETHER	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	TOGETHER	
7	7	Vehicle	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	TOGETHER	
9	2	Pedestrian	NONE	Auto	.	NONE	
10	4	Pedestrian	NONE	Auto	.	NONE	
11	6	Pedestrian	NONE	Auto	.	NONE	
12	8	Pedestrian	NONE	Auto	.	NONE	
13	1	Overlap	NONE	Auto	Red	NONE	
14	2	Overlap	NONE	Auto	Red	NONE	
15	3	Overlap	NONE	Auto	Red	NONE	
16	4	Overlap	NONE	Auto	Red	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	8	182
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	8	181
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Vehicle Overlaps

Vehicle Overlap	A
Included Phases	1 2
Protect	None
Modifier Phases	None
Pedestrian Protect	None
Not Overlap	None
Trailing	None
Lead	None
Trail Green	0.0
Trail Yellow	0.0
Trail Red	0.0
Advance Green	0.0
Minimum Green	0

Vehicle Detector Plan 1

Detector	1	2	3	4
Assigned	1	1	4	4
Switch Phase	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0
Fail Time	255	255	255	255
Fail Call Delay	0	0	0	0
Yellow Lock	No	No	No	No
Added Option	No	No	No	No
Call Option	Yes	Yes	Yes	Yes
Passage Option	Yes	Yes	Yes	Yes
Queue Option	No	No	No	No
NTCIP	No	No	No	No
NTCIP Volume	No	No	No	No
ECPI Log	No	No	No	No
Red Lock	No	No	No	No
Called Phases	None	None	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	0	0	4	0	0	0	0
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
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Intersection: THOMAS @ 7 AVE	
Controller ID: 78.2	Channel: 513
System: TransCore TransSuite TCS	
Controller Type: Econolite ASC/2	
TransCore Unified Controller Manager 18.2.1	
Drop	20

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	2	15	2	15	2	15	2	15	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0
Ped Clear	0	14	0	15	0	14	0	15	0	0	0	0
Yellow Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.0	3.0	3.0
Red Clear	0.0	1.5	0.0	1.6	0.0	1.5	0.0	1.6	0.0	0.0	0.0	0.0
Passage (VEH EXT)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0
Maximum1	15	30	15	30	15	35	15	35	0	0	0	0
Maximum2	10	40	10	40	10	45	10	45	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Option Data/Flash Data*	EP, NLDM	EP, ENTRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, EXITRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, ENTRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, EXITRF, NAL, NLDM, PR, DEP, RIW	NLDM	NLDM	NLDM	NLDM
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup	redClear				redClear							
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	40	50	40	50	40	55	40	55
Passage 2 (VEH EXT2)	30	10	30	10	30	10	30	10
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	2	3	4	5	6
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	2,6	4,8	4,8	2,6	2,6	2,6
Cross Phase	0	0	0	0	0	0
Cycle Time	94	120	120	90	100	100
Match	9	0	0	0	0	0
Offset Time	30	91	107	22	68	59
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	7	8	11	12	22	23
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	2,6	2,6	4,8	4,8	4,8	2,6
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	120	110	108	135
Match	0	0	0	0	0	0
Offset Time	0	0	25	25	28	70
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Coordination Patterns

Pattern Num	32
Alt Sequence	NONE
Coord Phase	4,8
Cross Phase	0
Cycle Time	120
Match	0
Offset Time	25
Pedestrian Call	NONE
Phase Omit	NONE
Phase Reserv	false
Spare	0
Spl Dmd Ptn1	0
Spl Dmd Ptn2	0
Split Ext1	0
Split Ext2	0
Veh Perm1	2
Veh Perm2	0
Veh Perm Disp	0
Vehicle Call	NONE
Max Veh Call	NONE

Split Times

Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	13	35	12	34	13	35	12	34	0	0	0	0
PATTERN 2	18	42	18	42	12	48	18	42	0	0	0	0
PATTERN 3	18	42	18	42	18	42	18	42	0	0	0	0
PATTERN 4	12	33	12	33	12	33	12	33	0	0	0	0
PATTERN 5	12	38	12	38	15	35	12	38	0	0	0	0
PATTERN 6	12	41	12	35	12	41	12	35	0	0	0	0
PATTERN 7	23	47	15	35	23	47	15	35	0	0	0	0
PATTERN 8	18	40	12	50	18	40	12	50	0	0	0	0
PATTERN 11	15	45	15	45	15	45	23	37	0	0	0	0
PATTERN 12	13	42	13	42	13	42	23	32	0	0	0	0
PATTERN 22	18	44	13	34	18	44	13	34	0	0	0	0
PATTERN 23	17	64	16	38	17	64	16	38	0	0	0	0
PATTERN 32	18	54	0	48	18	54	0	48	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	11
Day Prgm	1	1	1	1	1	1	1	2
Start Time	00:00	04:00	06:00	09:00	14:30	18:30	22:30	00:00
Coord Ptn	4	1	2	5	3	1	4	4
Override	false	false	false	false	false	false	false	false

Step Num	12	13	21	22	23	24	25	26
Day Prgm	2	2	11	11	11	11	11	11
Start Time	06:00	22:30	00:00	04:00	06:00	09:00	14:00	18:30
Coord Ptn	1	4	4	1	2	5	22	1
Override	false	false	false	false	false	false	false	false

Step Num	27
Day Prgm	11
Start Time	22:30
Coord Ptn	4
Override	false

TOD Data

TOD Step	1	2	3	4	5	6
Day Prgm Num	1	1	1	1	1	2
Start Time	00:00	05:55	09:05	15:55	18:05	00:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	3,7	NONE	3,7	NONE	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

TOD Step	11	12	13	14	15	16
Day Prgm Num	11	11	11	11	11	11
Start Time	00:00	05:55	09:05	09:30	15:30	15:55
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	3,7	NONE	3,7	NONE	3,7
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

TOD Step	17	31	32	33	34	35
Day Prgm Num	11	14	14	14	14	14
Start Time	18:05	00:00	05:55	09:05	15:55	18:05
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	3,7	NONE	3,7	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash
 AVE - Alternate Vehicle Extension

DE - Dimming Enable
 DDE - Detector Delay Enable

DLE - Detector Log Enable
 RR - Red Rest

****Special Function Options**

4 - CNA1
 5 - Walk Rest

7-Pretimed Operation
 8 - Ped Recycle

TOD Data

TOD Step	36	41	43	44	45	46
Day Prgm Num	14	15	16	16	16	16
Start Time	22:00	00:00	00:00	05:00	05:55	09:05
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	2,6	2,6	2,6	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	3,7	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

TOD Step	47	48	49
Day Prgm Num	16	16	16
Start Time	15:55	18:05	00:00
Alt Seq	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE
Det Diag Plan	0	0	0
Max2 Enable	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE
Options	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE
Phase Omit	3,7	NONE	NONE
Spec Function	4,5,7	4,5,7	NONE
Vehicle Call	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash
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Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	11	0	0	0	0	0	0	0	0
DOW or DOM	23	0	0	0	0	0	0	0	0
Month	11	0	0	0	0	0	0	0	0
WOM or Year	2016	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2	3	4	5	6	7
Alarms	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	1	3	3	5	5	7
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Erratic Counts	0	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fail Time	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0
Options	P	P	P	P	P	P	P
Queue Limit	0	0	0	0	0	0	0
Report Alarms	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0

Det Number	8
Alarms	NONE
Call Phase	7
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:	EOF - Erratic Output Fault	CF - Configuration Fault
NAF - No Activity Fault	CF - Communications Fault	OF - Other Fault
MPF - Max Presence Fault		
Options:	RLC - Red Lock Call	Q - Queue
VD - Volume Det	P - Passage	C - Call
OD - Occupancy Det	AI - Added Initial	
YLK - Yellow Lock Call		

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	8
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	100							



City of Phoenix
Traffic Signals Section

Intersection:	EARLL @ 7 AVE.		
Controller ID:	71.2	Channel:	513
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager	18.2.1		

Drop	12
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Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	5	15	0	15	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	0	0	0	0	0	0	0
Ped Clear	0	12	0	13	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.3	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	2.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	10	35	0	45	0	0	0	0	0	0	0	0
Maximum2	12	45	0	15	0	0	0	0	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Option Data/Flash Data*	EP, NLDM	EP, ENTRF, NAL, NLDM, ER, RIW	NLDM	EP, EXITRF, NLDM, MINVR	NLDM	NLDM	NLDM	NLDM	NLDM	NLDM	NLDM	NLDM
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	15	55	0	45	0	0	0	0
Passage 2 (VEH EXT2)	30	10	0	30	0	0	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	PCDNC	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	1, 2, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	2	3	4	5	7
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	2	2	2	2	2	2
Cross Phase	0	0	0	0	0	0
Cycle Time	94	102	102	90	100	120
Match	9	0	0	0	0	0
Offset Time	86	78	28	38	10	52
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	8	9	10	22	25	26
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	2	2	2	2	2	2
Cross Phase	0	0	0	0	0	0
Cycle Time	120	105	105	108	136	153
Match	0	0	0	0	0	0
Offset Time	40	70	87	28	105	138
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Coordination Patterns

Pattern Num	42
Alt Sequence	NONE
Coord Phase	2
Cross Phase	0
Cycle Time	100
Match	0
Offset Time	10
Pedestrian Call	NONE
Phase Omit	NONE
Phase Reserv	false
Spare	0
Spl Dmd Ptn1	0
Spl Dmd Ptn2	0
Split Ext1	0
Split Ext2	0
Veh Perm1	2
Veh Perm2	0
Veh Perm Disp	0
Vehicle Call	NONE
Max Veh Call	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	16	48	0	30	0	0	0	0	0	0	0	0
PATTERN 2	12	60	0	30	0	0	0	0	0	0	0	0
PATTERN 3	12	60	0	30	0	0	0	0	0	0	0	0
PATTERN 4	0	45	0	45	0	0	0	0	0	0	0	0
PATTERN 5	16	54	0	30	0	0	0	0	0	0	0	0
PATTERN 7	16	54	0	50	0	0	0	0	0	0	0	0
PATTERN 8	26	54	0	40	0	0	0	0	0	0	0	0
PATTERN 22	12	63	0	33	0	0	0	0	0	0	0	0
PATTERN 25	16	90	0	30	0	0	0	0	0	0	0	0
PATTERN 26	13	105	0	35	0	0	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	11
Day Prgm	1	1	1	1	1	1	1	2
Start Time	00:00	04:00	06:00	09:00	14:30	18:30	22:30	00:00
Coord Ptn	1	1	7	5	7	1	1	1
Override	false	false	false	false	false	false	false	false

Step Num	12	13
Day Prgm	2	2
Start Time	06:00	22:30
Coord Ptn	1	1
Override	false	false

TOD Data

TOD Step	1	2	3	4	5	6
Day Prgm Num	1	1	1	1	1	1
Start Time	00:00	04:00	05:55	15:55	18:05	22:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	1	1	NONE	1	NONE	1
Spec Function	4,8	4,8	1,4,8	4,8	1,4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

TOD Step	8	9	10	11
Day Prgm Num	2	2	2	2
Start Time	00:00	04:00	06:00	22:00
Alt Seq	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0
Max2 Enable	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE
Phase Omit	1	1	NONE	1
Spec Function	4,8	4,8	1,4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash
 AVE - Alternate Vehicle Extension

DE - Dimming Enable
 DDE - Detector Delay Enable

DLE - Detector Log Enable
 RR - Red Rest

****Special Function Options**

4 - CNA1
 5 - Walk Rest

7 - Pretimed Operation
 8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	4
Alarms	NONE	NONE
Call Phase	1	4
Delay	0.0	0.0
Erratic Counts	0	0
Extend	0.0	0.0
Fail Time	0	0
Max Presence	0	0
No Activity	0	0
Options	P	P
Queue Limit	0	0
Report Alarms	0	0
Reset	0	0
Switch Phase	0	0

Alarms:

NAF - No Activity Fault

EOF - Erratic Output Fault

CF - Configuration Fault

MPF - Max Presence Fault

CF - Communications Fault

OF - Other Fault

Options:

VD - Volume Det

RLC - Red Lock Call

Q - Queue

OD - Occupancy Det

P - Passage

C - Call

YLK- Yellow Lock Call

AI - Added Initial

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	8
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	9	10	11	12				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	100							



City of Phoenix
Traffic Signals Section

Intersection: OSBORN @ 7 AVE			
Controller ID: 62.2	Channel: 513	Drop 7	
System: TransCore TransSuite TCS			
Controller Type: Econolite ASC/2			
TransCore Unified Controller Manager 18.2.1			

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	2	15	0	15	2	15	0	15	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0
Ped Clear	0	12	0	12	0	12	0	12	0	0	0	0
Yellow Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.0	3.0	3.0
Red Clear	1.0	1.3	0.0	1.3	1.0	1.3	0.0	1.3	0.0	0.0	0.0	0.0
Passage (VEH EXT)	2.0	1.0	0.0	1.0	2.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Maximum1	20	35	0	30	10	35	0	30	0	0	0	0
Maximum2	15	45	0	40	12	45	0	40	0	0	0	0
Red Revert	6.0	6.0	2.0	6.0	6.0	6.0	2.0	6.0	2.0	2.0	2.0	2.0
Option Data/Flash Data*	EP, EXITRF, NLDLM	EP, ENTRF, NAL, NLDLM, PR, DEP, RIW	NLDLM	EP, NAL, NLDLM, PR, DEP, RIW	EP, EXITRF, NLDLM	EP, ENTRF, NAL, NLDLM, PR, DEP, RIW	NLDLM	EP, NAL, NLDLM, PR, DEP, RIW	NLDLM	NLDLM	NLDLM	NLDLM
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup		redClear				redClear						
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDLM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	10	50	0	50	15	50	0	50
Passage 2 (VEH EXT2)	30	10	0	10	30	10	0	10
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	2	3	4	5	7
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	4,8	4,8	4,8	4,8	4,8	4,8
Cross Phase	0	0	0	0	0	0
Cycle Time	94	102	102	90	100	120
Match	0	0	0	0	0	0
Offset Time	20	52	64	22	38	18
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	8	18	22
Alt Sequence	NONE	NONE	NONE
Coord Phase	4,8	4,8	4,8
Cross Phase	0	0	0
Cycle Time	120	135	108
Match	0	0	0
Offset Time	100	60	41
Pedestrian Call	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE
Phase Reserv	false	false	false
Spare	0	0	0
Spl Dmd Ptn1	0	0	0
Spl Dmd Ptn2	0	0	0
Split Ext1	0	0	0
Split Ext2	0	0	0
Veh Perm1	2	2	2
Veh Perm2	0	0	0
Veh Perm Disp	0	0	0
Vehicle Call	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	12	30	0	52	12	30	0	52	0	0	0	0
PATTERN 2	19	25	0	58	11	33	0	58	0	0	0	0
PATTERN 3	12	33	0	57	15	30	0	57	0	0	0	0
PATTERN 4	12	33	0	45	15	30	0	45	0	0	0	0
PATTERN 5	13	33	0	54	14	32	0	54	0	0	0	0
PATTERN 7	20	40	0	60	20	40	0	60	0	0	0	0
PATTERN 8	20	30	0	70	15	35	0	70	0	0	0	0
PATTERN 18	20	50	0	65	15	55	0	65	0	0	0	0
PATTERN 22	12	41	0	55	15	38	0	55	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	11
Day Prgm	1	1	1	1	1	1	1	2
Start Time	00:00	04:00	06:00	09:00	14:30	18:30	22:30	00:00
Coord Ptn	4	1	7	5	7	1	4	4
Override	false	false	false	false	false	false	false	false

Step Num	12	13	21	22	23	24	25	26
Day Prgm	2	2	12	12	12	12	12	12
Start Time	06:00	22:30	00:00	04:00	06:00	09:00	14:00	18:30
Coord Ptn	1	4	4	1	2	5	22	1
Override	false	false	false	false	false	false	false	false

Step Num	27	31	32	33	34	35	36	37
Day Prgm	12	11	11	11	11	11	11	11
Start Time	22:30	00:00	04:00	06:00	09:00	14:00	18:30	22:30
Coord Ptn	4	4	1	2	5	22	1	4
Override	false	false	false	false	false	false	false	false

TOD Data

TOD Step	1	6	11	12	15	16
Day Prgm Num	1	2	11	11	12	12
Start Time	00:00	00:00	00:00	19:00	00:00	05:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	1,5	1,5	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

*Options 1 Definition:

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

**Special Function Options

4 - CNA1

5 - Walk Rest

7-Pre timed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	11	12	0	0	0	0	0	0	0
DOW or DOM	26	27	0	0	0	0	0	0	0
Month	11	11	0	0	0	0	0	0	0
WOM or Year	2019	2019	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2	5	6
Alarms	NONE	NONE	NONE	NONE
Call Phase	1	1	5	5
Delay	0.0	0.0	0.0	0.0
Erratic Counts	0	0	0	0
Extend	0.0	0.0	0.0	0.0
Fail Time	0	0	0	0
Max Presence	0	0	0	0
No Activity	0	0	0	0
Options	P	P	P	P
Queue Limit	0	0	0	0
Report Alarms	0	0	0	0
Reset	0	0	0	0
Switch Phase	0	0	0	0

Alarms:

NAF - No Activity Fault

MPF - Max Presence Fault

EOF - Erratic Output Fault

CF - Communications Fault

CF - Configuration Fault

OF - Other Fault

Options:

VD - Volume Det

OD - Occupancy Det

YLK- Yellow Lock Call

RLC - Red Lock Call

P - Passage

AI - Added Initial

Q - Queue

C - Call

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	8
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	100							

Notes

Intersection: Osborn & 7 Ave ID#: 62 Date Signalized: 12/24/1952 Timing Install Date: 06/05/2014 Time: 11:30 Record# 08

Ring Structure:

1 2 | 4
5 6 | 8

Intersection Measurements:

NORTH LEG - W: 64 FT
EAST LEG - W: 64 FT
SOUTH LEG - W: 64 FT
WEST LEG - W: 64 FT

Measurements for FDW and WLK times:

N/S LEGS - FDW: 0 FT, WLK: 0 FT
E/W LEGS - FDW: 0 FT, WLK: 0 FT

Phasing:

PHASE 1 - EAST TO NORTH, 3-Car:P/P PHASE 5 - WEST TO SOUTH, 3-Car:P/P
PHASE 2 - WESTBOUND PHASE 6 - EASTBOUND
PHASE 4 - NORTHBOUND PHASE 8 - SOUTHBOUND

I/S Information:

MAIN STREET IS N/S (7 AVE), PHASES 4/8. FLASH: ALL RED.
1 SEC ALL RED ADDED TO ALL LEFT TURN ARROWS PER TRAFFIC ENGINEER.

Special Programming:

DO NOT MAX INHIBIT.
COORD TRANSITION MODE: ADD-ONLY.

Special Recall Programming:

DURING ANY RECALL OF PHASES 1 AND/OR 5, OMIT PHASES 2230-0600, 7 DAYS.

RECORD 08:

08-changed timing sheet and printout to new format and added e-n lt arrow.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2



City of Phoenix
Traffic Signals Section

Intersection:	INDIAN SCHOOL @ 7 AVE		
Controller ID:	48.2	Channel:	512
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager 18.2.1	Drop	18	

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	8	15	2	15	8	15	2	15	0	0	0	0
Walk	0	8	0	11	0	8	0	11	0	0	0	0
Ped Clear	0	14	0	21	0	14	0	21	0	0	0	0
Yellow Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.0	3.0	3.0
Red Clear	1.0	1.3	1.0	1.9	1.0	1.3	0.0	1.9	0.0	0.0	0.0	0.0
Passage (VEH EXT)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0
Maximum1	18	35	18	35	18	35	18	35	0	0	0	0
Maximum2	25	45	25	45	25	45	25	45	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	2.0	2.0	2.0	2.0
Option Data/Flash Data*	EP, NLD, MINVR	EP, ENTRF, NAL, NLD, PR, DEP, RIW	EP, NLD, EP, NLD, MINVR	EP, EXITRF, NAL, NLD, PR, DEP, RIW	EP, NLD, EP, NLD, MINVR	EP, ENTRF, NAL, NLD, PR, DEP, RIW	EP, NLD, EP, NLD	EP, EXITRF, NAL, NLD, PR, DEP, RIW	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup	redClear				redClear							
Minimum 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
Added Initial (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
Maximum Initial	0	0	0	0	0	0	0	0	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLD - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	12	55	12	55	12	55	12	55
Passage 2 (VEH EXT2)	30	10	30	10	30	10	30	10
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	4	7	10	13	18
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	2,6	2,6	2,6	2,6	4,8	2,6
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	100	94	90	150
Match	0	0	0	0	0	0
Offset Time	55	10	49	35	58	40
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	19	42	43	52
Alt Sequence	NONE	NONE	NONE	NONE
Coord Phase	2,6	4,8	4,8	2,6
Cross Phase	0	0	0	0
Cycle Time	150	150	135	150
Match	0	0	0	0
Offset Time	40	35	35	35
Pedestrian Call	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false
Spare	0	0	0	0
Spl Dmd Ptn1	0	0	0	0
Spl Dmd Ptn2	0	0	0	0
Split Ext1	0	0	0	0
Split Ext2	0	0	0	0
Veh Perm1	2	2	2	2
Veh Perm2	0	0	0	0
Veh Perm Disp	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	20	44	0	56	14	50	0	56	0	0	0	0
PATTERN 4	15	50	15	40	20	45	17	38	0	0	0	0
PATTERN 7	14	35	15	38	14	35	15	38	0	0	0	0
PATTERN 10	12	32	12	38	12	32	12	38	0	0	0	0
PATTERN 13	12	28	12	38	12	28	12	38	0	0	0	0
PATTERN 18	24	70	0	56	20	74	0	56	0	0	0	0
PATTERN 19	20	68	18	44	20	68	18	44	0	0	0	0
PATTERN 42	12	53	22	63	14	51	12	73	0	0	0	0
PATTERN 43	12	53	12	58	14	51	12	58	0	0	0	0
PATTERN 52	15	75	12	48	20	70	12	48	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	11	12	13
Day Prgm	1	1	1	1	1	2	2	2
Start Time	00:00	06:00	09:00	14:30	18:30	00:00	06:00	21:00
Coord Ptn	10	1	7	4	10	10	7	10
Override	false	false	false	false	false	false	false	false

Step Num	16	17
Day Prgm	11	11
Start Time	00:00	21:00
Coord Ptn	7	10
Override	false	false

TOD Data

TOD Step	1	2	3	4	5	6
Day Prgm Num	1	1	1	1	1	1
Start Time	00:00	05:55	09:05	15:00	15:55	18:05
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	3,7	NONE	NONE	3,7	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	1,5	NONE	1,5	1,5	NONE

TOD Step	11	13	14
Day Prgm Num	2	11	11
Start Time	00:00	00:00	16:00
Alt Seq	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE
Det Diag Plan	0	0	0
Max2 Enable	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE
Options	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE
Phase Omit	NONE	1,3,5,7	NONE
Spec Function	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE

*Options 1 Definition:

AF - Automatic Flash
 AVE - Alternate Vehicle Extension

DE - Dimming Enable
 DDE - Detector Delay Enable

DLE - Detector Log Enable
 RR - Red Rest

**Special Function Options

4 - CNA1
 5 - Walk Rest

7-Pretimed Operation
 8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	11	0	0	0	0	0	0	0	0
DOW or DOM	20	0	0	0	0	0	0	0	0
Month	4	0	0	0	0	0	0	0	0
WOM or Year	2019	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2	3	4	5	6	7
Alarms	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	1	3	3	5	5	7
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Erratic Counts	0	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fail Time	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0
Options	P	P	P	P	P	P	P
Queue Limit	0	0	0	0	0	0	0
Report Alarms	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0

Det Number	8
Alarms	NONE
Call Phase	7
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:	EOF - Erratic Output Fault	CF - Configuration Fault
NAF - No Activity Fault	CF - Communications Fault	OF - Other Fault
MPF - Max Presence Fault		
Options:	RLC - Red Lock Call	Q - Queue
VD - Volume Det	P - Passage	C - Call
OD - Occupancy Det	AI - Added Initial	
YLK- Yellow Lock Call		

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	4
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	150							

Preempt Data

Preempt Num	Preempt 3	Preempt 4	Preempt 5	Preempt 6
Link	0	0	0	0
Delay Time	0	0	0	0
Duration Time	0	0	0	0
Inhibit Time	0	0	0	0
Max Time	0	0	0	0
Term Ovlp	NONE	NONE	NONE	NONE
Term Overlaps	NONE	NONE	NONE	NONE
Min Ped Clear	0	0	0	0
Min Green	1	1	1	1
Min Yellow	0.0	0.0	0.0	0.0
Min Red	0.0	0.0	0.0	0.0
track Clear	NONE	NONE	NONE	NONE
Track Clear	0	0	0	0
Track Clear	0.0	0.0	0.0	0.0
Track Clear	0.0	0.0	0.0	0.0
Min Hold Time	8	8	8	8
Hold Phases	2,6	4,8	2,6	4,8
Hold Yellow	0.0	0.0	0.0	0.0
Hold Red	0.0	0.0	0.0	0.0
Out Of Flash	red	red	red	red
Hold Time	5	5	5	5
Exit Calls	4,8	1,5	4,8	1,5
Exit Max	0	0	0	0
Exit Phases	4,8	1,5	4,8	1,5
Options 1	A	A	A	A
Options 2	NONE	NONE	NONE	NONE

***Options 1 Definition:**

A - Active	PA - Ped Active
DL - Detector Lock	PCY - Ped Clear Through Yellow
HF - Hold/Flash	PD - Ped Dark
P - Priority	ZPCT - Zero Ped Clear Time

****Options 2 Definition:**

AODH - Active Only During Hold	NCVMF - No CVM in Flash
DOF - Don't Override Flash	TOASAP - Terminate Overlap ASAP
EMPT - Enable Max Preempt Time	TP - Terminate Phases
FAO - Flash All Output	YRGG - Yellow-Red Goes Green
FFGH - Fast Flash Green on Hold	

Intersection: CAMPBELL @ 7 AVE			
Controller ID: 40.2	Channel: 512	Drop	11
System: TransCore TransSuite TCS			
Controller Type: Econolite ASC/2			
TransCore Unified Controller Manager 18.2.1			



Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	0	1.5	0	2	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	0	0	0	0	0	0	0
Ped Clear	0	7	0	12	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	1.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	0.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	0	30	0	40	0	0	0	0	0	0	0	0
Maximum2	0	40	0	15	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
Option Data/Flash Data*	NLDM	EP, ENTRF, EXITRF, NAL, NLDM, PR, RIW	NLDM	EP, NLDM	NLDM	NLDM	NLDM	NLDM	NLDM	NLDM	NLDM	NLDM
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash
 EXITRF - Exit Rem Flash
 AIC - Added Initial Calculation
 DEP - Dual Entry Phase
 EP - Enabled Phase
 CSE - Conditional Service Enable
 NLDM - Non Locked Detector Memory
 NA1 - Non-Actuated 1
 NA2 - Non-Actuated 2
 N - Not Used
 GP - Guaranteed Passage
 MINVR - Min. Vehicle Recall
 MAXVR - Max. Vehicle Recall
 PR - Pedestrian Recall
 RIW - Rest In Walk
 SVR - Soft Vehicle Recall

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	0	50	0	20	0	0	0	0
Passage 2 (VEH EXT2)	0	10	0	30	0	0	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	2, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	2	3	4	5	7
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	2	2	2	2	2	2
Cross Phase	0	0	0	0	0	0
Cycle Time	94	120	120	90	100	120
Match	9	0	0	0	0	0
Offset Time	15	43	71	42	27	80
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	8	11	12
Alt Sequence	NONE	NONE	NONE
Coord Phase	2	2	2
Cross Phase	0	0	0
Cycle Time	120	114	110
Match	0	0	0
Offset Time	80	68	80
Pedestrian Call	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE
Phase Reserv	false	false	false
Spare	0	0	0
Spl Dmd Ptn1	0	0	0
Spl Dmd Ptn2	0	0	0
Split Ext1	0	0	0
Split Ext2	0	0	0
Veh Perm1	2	2	2
Veh Perm2	0	0	0
Veh Perm Disp	0	0	0
Vehicle Call	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	0	64	0	30	0	0	0	0	0	0	0	0
PATTERN 2	0	85	0	35	0	0	0	0	0	0	0	0
PATTERN 3	0	90	0	30	0	0	0	0	0	0	0	0
PATTERN 4	0	45	0	45	0	0	0	0	0	0	0	0
PATTERN 5	0	70	0	30	0	0	0	0	0	0	0	0
PATTERN 7	0	80	0	40	0	0	0	0	0	0	0	0
PATTERN 8	0	80	0	40	0	0	0	0	0	0	0	0
PATTERN 11	0	74	0	40	0	0	0	0	0	0	0	0
PATTERN 12	0	70	0	40	0	0	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	11
Day Prgm	1	1	1	1	1	1	1	2
Start Time	00:00	04:00	06:00	09:00	14:30	18:30	22:30	00:00
Coord Ptn	4	1	2	5	3	1	4	4
Override	false	false	false	false	false	false	false	false

Step Num	12	13
Day Prgm	2	2
Start Time	08:00	21:00
Coord Ptn	1	4
Override	false	false

TOD Data

TOD Step	1	4
Day Prgm Num	1	2
Start Time	00:00	00:00
Alt Seq	NONE	NONE
Con Srv Inhib	NONE	NONE
Det Diag Plan	0	0
Max2 Enable	NONE	NONE
Max3 Enable	NONE	NONE
Options	NONE	NONE
Ped Call	NONE	NONE
Phase Omit	NONE	NONE
Spec Function	4,8	4,8
Vehicle Call	NONE	NONE
Veh Max Call	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

****Special Function Options**

4 - CNA1

5 - Walk Rest

7-Pretimed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	3	4
Alarms	NONE	NONE
Call Phase	4	4
Delay	0.0	0.0
Erratic Counts	0	0
Extend	0.0	0.0
Fail Time	0	0
Max Presence	0	0
No Activity	0	0
Options	P	P
Queue Limit	0	0
Report Alarms	0	0
Reset	0	0
Switch Phase	0	0

Alarms:

NAF - No Activity Fault

MPF - Max Presence Fault

EOF - Erratic Output Fault

CF - Communications Fault

CF - Configuration Fault

OF - Other Fault

Options:

VD - Volume Det

OD - Occupancy Det

YLK- Yellow Lock Call

RLC - Red Lock Call

P - Passage


AI - Added Initial

Q - Queue

C - Call

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	0	2	0	4	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	65							

Intersection:	CAMELBACK @ 7 AVE				 City of Phoenix Traffic Signals Section	
Controller ID:	1832.2	Channel:	602	Drop:		10
System:	TransCore TransSuite TCS					
Controller Type:	Siemens NextPhase 1.7.6					
TransCore Unified Controller Manager 18.2.1						

CONTROL PARAMETERS (MM - 1)

Control Mode	Remote	Free Plan	1
Manual Plan	2	Default Schedule	1

Active Configuration

Active Table 1

Active Config Tables (MM-4-1-1)

Phase	<input type="text" value="1"/>	Overlap	<input type="text" value="1"/>	Detector	<input type="text" value="1"/>	Cabinet	<input type="text" value="1"/>	Preempt	<input type="text" value="1"/>	Coord	<input type="text" value="1"/>	Peer	<input type="text" value="1"/>
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Coordination Configuration

Config Table 1

Coord Config (MM-4-7-1)

Transition Mode	<input type="text" value="Shortest"/>	Max Dwell Time	<input type="text" value="0"/>	Cycle Sync Mode	<input type="text" value="TOD"/>
TOD Sync Time	<input type="text" value="03:30"/>	HW Sync Lines	<input type="text" value="None"/>	HW Sync Length	<input type="text" value="2"/>

TOD Schedules

Schedule Index 1 (MM - 2 - 1 - 1)

Schedule Number	Time	DOW	Mode	Plan	Special Function	Axuiiliary Function	Description
1	00:00	SU,MO,TU,WE,TH,FR,SA	Schedule	4	None	None	134 SEC 0 OFFSET
2	05:55	MO,TU,WE,TH,FR	Schedule	2	None	None	134 SEC 60 OFFSET
3	09:05	MO,TU,WE,TH,FR	Schedule	4	None	None	134 SEC 60 OFFSET
4	15:55	MO,TU,WE,TH,FR	Schedule	3	None	None	134 SEC 60 OFFSET
5	18:05	MO,TU,WE,TH,FR	Schedule	4	None	None	134 SEC 60 OFFSET

Coordination Plans

Plan Table 1

Plan Mode (MM-2-3-1-1)

Mode	Free	Max Green	Max1	Split/Offset	Second
Phase Data	1	Phase Seq	1	Overlap Data	1
Prioritor	1	Config	1		

Offsets (MM-2-3-1-2)

Ring	1	2	3	4
Phase Barrier	None	None	None	None
Offset	0	0	0	0

Splits (MM-2-3-1-3)

Phase Number	1	2	3	4	5	6	7	8	9	10
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	11	12	13	14	15	16	17	18	19	20
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	31	32	33	34	35	36	37	38	39	40
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Cycle (MM-2-3-1-4)

Cycle Length	0	Permissive	0
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Phase Flags (MM-2-3-1-5)

Coord Phases	None
Hold Phases	None

Coordination Plans

Plan Table 2

Plan Mode (MM-2-3-2-1)

Mode	Coord	Max Green	Max1	Split/Offset	Second
Phase Data	2	Phase Seq	1	Overlap Data	2
Prioritor	1	Config	1		

Offsets (MM-2-3-2-2)

Ring	1	2	3	4
Phase Barrier	BarrierA	None	None	None
Offset	60	0	0	0

Splits (MM-2-3-2-3)

Phase Number	1	2	3	4	5	6	7	8	9	10
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	20	30	15	44	20	30	15	44	0	0
Coord Max	20	53	15	59	20	53	15	59	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	11	12	13	14	15	16	17	18	19	20
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	1	16	0	0	1	16	0	0	0	0
Coord Max	1	16	0	0	1	16	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	31	32	33	34	35	36	37	38	39	40
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Cycle (MM-2-3-2-4)

Cycle Length	134	Permissive	8
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Phase Flags (MM-2-3-2-5)

Coord Phases	2, 6
Hold Phases	2, 6

Coordination Plans

Plan Table 3

Plan Mode (MM-2-3-3-1)

Mode	Coord	Max Green	Max1	Split/Offset	Second
Phase Data	3	Phase Seq	1	Overlap Data	2
Prioritor	1	Config	1		

Offsets (MM-2-3-3-2)

Ring	1	2	3	4
Phase Barrier	BarrierA	None	None	None
Offset	60	0	0	0

Splits (MM-2-3-3-3)

Phase Number	1	2	3	4	5	6	7	8	9	10
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	20	30	15	44	20	30	15	44	0	0
Coord Max	20	53	15	59	20	53	15	59	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	11	12	13	14	15	16	17	18	19	20
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	1	16	0	0	1	16	0	0	0	0
Coord Max	1	16	0	0	1	16	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	31	32	33	34	35	36	37	38	39	40
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Cycle (MM-2-3-3-4)

Cycle Length	134	Permissive	8
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Phase Flags (MM-2-3-3-5)

Coord Phases	2, 6
Hold Phases	2, 6

Coordination Plans

Plan Table 4

Plan Mode (MM-2-3-4-1)

Mode	Coord	Max Green	Max1	Split/Offset	Second
Phase Data	4	Phase Seq	1	Overlap Data	2
Prioritor	1	Config	1		

Offsets (MM-2-3-4-2)

Ring	1	2	3	4
Phase Barrier	BarrierA	None	None	None
Offset	113	113	113	113

Splits (MM-2-3-4-3)

Phase Number	1	2	3	4	5	6	7	8	9	10
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	12	30	13	44	12	28	13	44	0	0
Coord Max	12	48	13	44	12	48	13	44	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	11	12	13	14	15	16	17	18	19	20
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	1	26	0	0	1	26	0	0	0	0
Coord Max	1	26	0	0	1	26	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	31	32	33	34	35	36	37	38	39	40
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Cycle (MM-2-3-4-4)

Cycle Length	134	Permissive	8
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Phase Flags (MM-2-3-4-5)

Coord Phases	2, 6
Hold Phases	2, 6

Coordination Plans

Plan Table 8

Plan Mode (MM-2-3-8-1)

Mode	Coord	Max Green	Max1	Split/Offset	Second
Phase Data	8	Phase Seq	1	Overlap Data	2
Prioritor	1	Config	1		

Offsets (MM-2-3-8-2)

Ring	1	2	3	4
Phase Barrier	BarrierA	None	None	None
Offset	60	0	0	0

Splits (MM-2-3-8-3)

Phase Number	1	2	3	4	5	6	7	8	9	10
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	12	30	0	44	12	30	0	44	0	0
Coord Max	12	48	0	44	12	48	0	44	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	11	12	13	14	15	16	17	18	19	20
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	1	39	0	0	1	39	0	0	0	0
Coord Max	1	39	0	0	1	39	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	31	32	33	34	35	36	37	38	39	40
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Cycle (MM-2-3-8-4)

Cycle Length	134	Permissive	8
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Phase Flags (MM-2-3-8-5)

Coord Phases	2, 6
Hold Phases	2, 6

Coordination Plans

Plan Table 14

Plan Mode (MM-2-3-14-1)

Mode	Coord	Max Green	Max1	Split/Offset	Second
Phase Data	14	Phase Seq	1	Overlap Data	2
Prioritor	1	Config	1		

Offsets (MM-2-3-14-2)

Ring	1	2	3	4
Phase Barrier	BarrierA	None	None	None
Offset	60	0	0	0

Splits (MM-2-3-14-3)

Phase Number	1	2	3	4	5	6	7	8	9	10
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	12	30	13	44	12	30	13	44	0	0
Coord Max	12	48	13	44	12	48	13	44	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	11	12	13	14	15	16	17	18	19	20
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	1	72	0	0	1	72	0	0	0	0
Coord Max	1	72	0	0	1	72	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	31	32	33	34	35	36	37	38	39	40
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Cycle (MM-2-3-14-4)

Cycle Length	180	Permissive	8
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Phase Flags (MM-2-3-14-5)

Coord Phases	2, 6
Hold Phases	2, 6

Coordination Plans

Plan Table 16

Plan Mode (MM-2-3-16-1)

Mode	Coord	Max Green	Max1	Split/Offset	Second
Phase Data	16	Phase Seq	1	Overlap Data	2
Prioritor	1	Config	1		

Offsets (MM-2-3-16-2)

Ring	1	2	3	4
Phase Barrier	BarrierA	None	None	None
Offset	60	0	0	0

Splits (MM-2-3-16-3)

Phase Number	1	2	3	4	5	6	7	8	9	10
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	20	30	25	45	20	30	15	55	0	0
Coord Max	20	53	25	60	20	53	15	70	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	11	12	13	14	15	16	17	18	19	20
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	1	21	0	0	1	21	0	0	0	0
Coord Max	1	21	0	0	1	21	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Phase Number	31	32	33	34	35	36	37	38	39	40
Coord Min	0	0	0	0	0	0	0	0	0	0
Coord Norm	0	0	0	0	0	0	0	0	0	0
Coord Max	0	0	0	0	0	0	0	0	0	0
Primary Min	0	0	0	0	0	0	0	0	0	0
Primary Max	0	0	0	0	0	0	0	0	0	0

Cycle (MM-2-3-16-4)

Cycle Length	150	Permissive	8
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Phase Flags (MM-2-3-16-5)

Coord Phases	2, 6
Hold Phases	2, 6

Overlap Flags and Parameters

Overlap Index 1

Overlap Flags (MM - 2 - 5 - 1 - 1)

Omit	None
Omit Ped	None
Primary Recall	None
Secondary Recall	None

Ped Recall	3, 4
Ped Recycle	None
Walk Rest	3, 4
Auto Green Ext	None

Overlap Time (MM - 2 - 5 - 1 - 2)

Overlap	A	B	C	D	E	F	G	H	I	J
Min Green	0	0	0	0	0	0	0	0	0	0
Max Green	0	0	0	0	0	0	0	0	0	0
Green Clear	0.0	0.0	7.9	7.9	0.0	0.0	0.0	0.0	0.0	0.0
Yellow Clear	7.0	7.0	3.6	3.6	3.0	3.0	0.0	0.0	0.0	0.0
Red Clear	6.0	6.0	1.5	1.5	2.9	2.9	0.0	0.0	0.0	0.0
Walk	0	0	8	8	0	0	0	0	0	0
Ped Clear	0	0	17	17	0	0	0	0	0	0
Reservice	0	0	0	0	0	0	0	0	0	0

Overlap Index 2

Overlap Flags (MM - 2 - 5 - 2 - 1)

Omit	None
Omit Ped	None
Primary Recall	None
Secondary Recall	None

Ped Recall	3, 4
Ped Recycle	None
Walk Rest	3, 4
Auto Green Ext	None

Overlap Time (MM - 2 - 5 - 2 - 2)

Overlap	A	B	C	D	E	F	G	H	I	J
Min Green	0	0	0	0	0	0	0	0	0	0
Max Green	0	0	0	0	0	0	0	0	0	0
Green Clear	0.0	0.0	7.9	7.9	0.0	0.0	0.0	0.0	0.0	0.0
Yellow Clear	7.0	7.0	3.6	3.6	3.0	3.0	0.0	0.0	0.0	0.0
Red Clear	6.0	6.0	1.5	1.5	2.9	2.9	0.0	0.0	0.0	0.0
Walk	0	0	8	8	0	0	0	0	0	0
Ped Clear	0	0	17	17	0	0	0	0	0	0
Reservice	0	0	0	0	0	0	0	0	0	0

Phase Data

Phase Table 1

Phase Flags (MM-2-6-1-1)

Omit Phase	None
Ped Omit	None
Min Recall	None
Max Recall	2, 4, 6, 8
Soft Recall	None
Cond Service	None
Ped Recall	2, 4, 6, 8
Dual Entry	4, 8, 11, 12, 15, 16
Sim Gap Out	None
Red Rest Phase	None

Auto Ped Clear	2, 4, 6, 8
Rest In Walk	None
Ped Recycle	None
Red Lock	None
Yellow Lock	
No Ext Time	
No Add Initial	None
No Gap Red	None
No Range Prot	10, 13, 14, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40
No Max Lock	1, 3, 5, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40

Phase Timing (MM-2-6-1-2)

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	5	15	5	15	5	15	5	15	0	0	10	5	0	0	10	5	0	0	0	0
Passage	3.0	0.0	5.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0
Min Term Green	12	0	0	0	12	0	0	0	0	0	0	30	0	0	0	30	0	0	0	0
Max 1	25	22	15	45	25	22	15	45	0	0	25	30	0	0	25	30	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	3.0	7.0	0.0	0.0	3.0	7.0	0.0	0.0	0.0	0.0
Red Clearance	2.9	1.5	2.0	2.4	2.9	1.5	2.0	2.4	0.0	0.0	2.9	6.0	0.0	0.0	2.9	6.0	0.0	0.0	0.0	0.0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	17	0	30	0	17	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Term Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Data

Phase Table 2

Phase Flags (MM-2-6-2-1)

Omit Phase	7	Auto Ped Clear	2, 4, 6, 8
Ped Omit	None	Rest In Walk	None
Min Recall	None	Ped Recycle	None
Max Recall	4, 8	Red Lock	None
Soft Recall	None	Yellow Lock	
Cond Service	None	No Ext Time	
Ped Recall	2, 4, 6, 8	No Add Initial	None
Dual Entry	4, 8, 11, 12, 15, 16	No Gap Red	None
Sim Gap Out	None	No Range Prot	10, 13, 14, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40
Red Rest Phase	None	No Max Lock	1, 3, 5, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40

Phase Timing (MM-2-6-2-2)

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	5	15	5	15	5	15	5	15	0	0	10	5	0	0	10	5	0	0	0	0
Passage	3.0	0.0	5.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0
Min Term Green	12	0	0	0	12	0	0	0	0	0	0	30	0	0	0	30	0	0	0	0
Max 1	20	30	18	40	20	30	15	40	0	0	20	30	0	0	20	30	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	3.0	7.0	0.0	0.0	3.0	7.0	0.0	0.0	0.0	0.0
Red Clearance	2.9	1.5	2.0	2.4	2.9	1.5	2.0	2.4	0.0	0.0	2.9	6.0	0.0	0.0	2.9	6.0	0.0	0.0	0.0	0.0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	17	0	30	0	17	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Term Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Data

Phase Table 3

Phase Flags (MM-2-6-3-1)

Omit Phase	3
Ped Omit	None
Min Recall	None
Max Recall	4, 8
Soft Recall	None
Cond Service	None
Ped Recall	2, 4, 6, 8
Dual Entry	4, 8, 11, 12, 15, 16
Sim Gap Out	None
Red Rest Phase	None

Auto Ped Clear	2, 4, 6, 8
Rest In Walk	None
Ped Recycle	None
Red Lock	None
Yellow Lock	
No Ext Time	
No Add Initial	None
No Gap Red	None
No Range Prot	10, 13, 14, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40
No Max Lock	1, 3, 5, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40

Phase Timing (MM-2-6-3-2)

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	5	15	5	15	5	15	5	15	0	0	10	5	0	0	10	5	0	0	0	0
Passage	3.0	0.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0
Min Term Green	12	0	0	0	12	0	0	0	0	0	0	30	0	0	0	30	0	0	0	0
Max 1	20	0	15	40	20	0	18	40	0	0	20	30	0	0	20	30	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	3.0	7.0	0.0	0.0	3.0	7.0	0.0	0.0	0.0	0.0
Red Clearance	2.9	1.5	2.0	2.4	2.9	1.5	2.0	2.4	0.0	0.0	2.9	6.0	0.0	0.0	2.9	6.0	0.0	0.0	0.0	0.0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	17	0	30	0	17	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Term Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Data

Phase Table 4

Phase Flags (MM-2-6-4-1)

Omit Phase	None
Ped Omit	None
Min Recall	None
Max Recall	4, 8
Soft Recall	None
Cond Service	None
Ped Recall	2, 4, 6, 8
Dual Entry	4, 8, 11, 12, 15, 16
Sim Gap Out	None
Red Rest Phase	None

Auto Ped Clear	2, 4, 6, 8
Rest In Walk	None
Ped Recycle	None
Red Lock	None
Yellow Lock	
No Ext Time	
No Add Initial	None
No Gap Red	None
No Range Prot	10, 13, 14, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40
No Max Lock	1, 3, 5, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40

Phase Timing (MM-2-6-4-2)

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	5	15	5	15	5	15	5	15	0	0	10	5	0	0	10	5	0	0	0	0
Passage	3.0	0.0	5.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0
Min Term Green	12	0	0	0	12	0	0	0	0	0	0	30	0	0	0	30	0	0	0	0
Max 1	20	0	15	40	20	0	15	40	0	0	25	30	0	0	25	30	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	3.0	7.0	0.0	0.0	3.0	7.0	0.0	0.0	0.0	0.0
Red Clearance	2.9	1.5	2.0	2.4	2.9	1.5	2.0	2.4	0.0	0.0	2.9	6.0	0.0	0.0	2.9	6.0	0.0	0.0	0.0	0.0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	17	0	30	0	17	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Term Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Data

Phase Table 8

Phase Flags (MM-2-6-8-1)

Omit Phase	3, 7	Auto Ped Clear	2, 4, 6, 8
Ped Omit	None	Rest In Walk	None
Min Recall	None	Ped Recycle	None
Max Recall	4, 8	Red Lock	None
Soft Recall	None	Yellow Lock	
Cond Service	None	No Ext Time	
Ped Recall	2, 4, 6, 8	No Add Initial	None
Dual Entry	4, 8, 11, 12, 15, 16	No Gap Red	None
Sim Gap Out	None	No Range Prot	10, 13, 14, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40
Red Rest Phase	None	No Max Lock	1, 3, 5, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40

Phase Timing (MM-2-6-8-2)

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	5	15	0	15	5	15	0	15	0	0	10	5	0	0	10	5	0	0	0	0
Passage	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0
Min Term Green	12	0	0	0	12	0	0	0	0	0	0	30	0	0	0	30	0	0	0	0
Max 1	20	0	0	50	20	0	0	50	0	0	25	30	0	0	25	30	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	3.6	0.0	3.6	3.0	3.6	0.0	3.6	0.0	0.0	3.0	7.0	0.0	0.0	3.0	7.0	0.0	0.0	0.0	0.0
Red Clearance	2.9	1.5	0.0	2.4	2.9	1.5	0.0	2.4	0.0	0.0	2.9	6.0	0.0	0.0	2.9	6.0	0.0	0.0	0.0	0.0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	17	0	30	0	17	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Term Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Data

Phase Table 14

Phase Flags (MM-2-6-14-1)

Omit Phase	None
Ped Omit	None
Min Recall	None
Max Recall	4, 8
Soft Recall	None
Cond Service	None
Ped Recall	2, 4, 6, 8
Dual Entry	4, 8, 11, 12, 15, 16
Sim Gap Out	None
Red Rest Phase	None

Auto Ped Clear	2, 4, 6, 8
Rest In Walk	None
Ped Recycle	None
Red Lock	None
Yellow Lock	
No Ext Time	
No Add Initial	None
No Gap Red	None
No Range Prot	10, 13, 14, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40
No Max Lock	1, 3, 5, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40

Phase Timing (MM-2-6-14-2)

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	5	15	5	15	5	15	5	15	0	0	10	5	0	0	10	5	0	0	0	0
Passage	3.0	0.0	5.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0
Min Term Green	12	0	0	0	12	0	0	0	0	0	0	30	0	0	0	30	0	0	0	0
Max 1	20	0	15	50	20	0	15	50	0	0	25	30	0	0	25	30	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	3.0	7.0	0.0	0.0	3.0	7.0	0.0	0.0	0.0	0.0
Red Clearance	2.9	1.5	2.0	2.4	2.9	1.5	2.0	2.4	0.0	0.0	2.9	6.0	0.0	0.0	2.9	6.0	0.0	0.0	0.0	0.0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	17	0	30	0	17	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Term Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Data

Phase Table 16

Phase Flags (MM-2-6-16-1)

Omit Phase	7
Ped Omit	None
Min Recall	None
Max Recall	4, 8
Soft Recall	None
Cond Service	None
Ped Recall	2, 4, 6, 8
Dual Entry	4, 8, 11, 12, 15, 16
Sim Gap Out	None
Red Rest Phase	None

Auto Ped Clear	2, 4, 6, 8
Rest In Walk	None
Ped Recycle	None
Red Lock	None
Yellow Lock	
No Ext Time	
No Add Initial	None
No Gap Red	None
No Range Prot	10, 13, 14, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40
No Max Lock	1, 3, 5, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 23, 27, 30, 33, 34, 37, 38, 40

Phase Timing (MM-2-6-16-2)

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	5	15	5	15	5	15	5	15	0	0	10	5	0	0	10	5	0	0	0	0
Passage	3.0	0.0	5.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0
Min Term Green	12	0	12	0	12	0	8	0	0	0	0	30	0	0	0	30	0	0	0	0
Max 1	20	30	25	45	20	30	15	55	0	0	30	30	0	0	30	30	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	3.0	7.0	0.0	0.0	3.0	7.0	0.0	0.0	0.0	0.0
Red Clearance	2.9	1.5	2.0	2.4	2.9	1.5	2.0	2.4	0.0	0.0	2.9	6.0	0.0	0.0	2.9	6.0	0.0	0.0	0.0	0.0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	17	0	30	0	17	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Number	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Term Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Svc Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Init Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	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	0.0	0.0	0.0	0.0
Max Init Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Parameters

Phase Index 1

Phase Modes (MM - 4 - 2 - 1 - 2)

	Phases 1 - 10	Phases 11 - 20	Phases 21 - 30	Phases 31 - 40
Startup Phase	2, 6	None	None	None
Yellow Startup	None	None	None	None
Red Startup	None	None	None	None
Secondary Startup	None	None	None	None
Pedestrian	2, 4, 6, 8	None	None	None
Flash Yellow	None	None	None	None
Alternate Flash	None	None	None	None
Auto Flash Entry	None	None	None	None
Auto Flash Exit	None	None	None	None
No Auto Call	None	1, 2, 3, 4, 5, 6, 7, 8	3, 7	3, 4, 7, 8
MCE Omit	10	1, 2, 3, 4, 5, 6, 7, 8, 10	3, 7, 10	3, 4, 7, 8, 10

Phase Config Miscellaneous (MM - 4 - 2 - 1 - 3)

Startup Flash Time	3
Red Revert Time	2
Flash Clearance	6
Ring Groups	x1

Phase Config Ring (MM - 4 - 2 - 1 - 4)

Ring 1	1,2,a,12,b,11,c,3,4,d
Ring 2	5,6,a,16,b,15,c,7,8,d
Ring 3	10,23,13,33
Ring 4	20,27,17,37
Ring 5	30,14,34
Ring 6	40,18,38

Preempts

PreemptConfigIndex 1

Preempt Flags (MM - 4 - 5 - 1 - 1)

Enable	None
No Mem Lock	None
Manual Enable	None
No Override Flash	None

No Override Next	None
Omit Delay	None
Reset Max Presence	None
Return In Step	None

Preempt 1 2 3 4 5 6 7 8 9 10
Phase Flags (MM - 4 - 5 - 1 - 2)

Entry 1	None	None	None	None	None	None	None	None	None	None
Entry 2	None	None	None	None	None	None	None	None	None	None
Dwell Phase	None	None	None	None	None	None	None	None	None	None
Initial Dwell	None	None	None	None	None	None	None	None	None	None
Dwell Ped	None	None	None	None	None	None	None	None	None	None
No Dwell Flash	None	None	None	None	None	None	None	None	None	None
Yellow Flash	None	None	None	None	None	None	None	None	None	None
Recall Phase	None	None	None	None	None	None	None	None	None	None
Exit Phase	None	None	None	None	None	None	None	None	None	None

Preempt Timing (MM - 4 - 5 - 1 - 3)

Min Pres	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay	0	0	0	0	0	0	0	0	0	0
Start Min Green	0	0	0	0	0	0	0	0	0	0
Start Walk	0	0	0	0	0	0	0	0	0	0
Start Min Ped Clr	0	0	0	0	0	0	0	0	0	0
Entry1 Green	0	0	0	0	0	0	0	0	0	0
Entry 2 Green	0	0	0	0	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0	0	0	0	0
Dwell Extension	0	0	0	0	0	0	0	0	0	0
Free After	0	0	0	0	0	0	0	0	0	0
Min Next Diff	0	0	0	0	0	0	0	0	0	0
Min Next Same	0	0	0	0	0	0	0	0	0	0
Max Pres	0	0	0	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0	0	0	0

Overlap Flags (MM - 4 - 5 - 1 - 4)

No Entry 1 Olap	None	None	None	None	None	None	None	None	None	None
No Entry 2 Olap	None	None	None	None	None	None	None	None	None	None
No Dwell Olap	None	None	None	None	None	None	None	None	None	None
Dwell Ped Olap	None	None	None	None	None	None	None	None	None	None
No Dwell Flash	None	None	None	None	None	None	None	None	None	None
Yellow Flash	None	None	None	None	None	None	None	None	None	None

Overlaps Phases

Overlap Config Index 1

	Primary Parent Phases (MM - 4 - 6 - 1 - 1)	Modifier Phases (MM - 4 - 6 - 1 - 3)
Overlap A	2, 12	1, 5
Overlap B	6, 16	1, 5
Overlap C	2, 12	None
Overlap D	6, 16	None
Overlap E	1, 11	None
Overlap F	5, 15	None
Overlap G	13, 14, 17, 18, 23, 27	None
Overlap H	13, 14, 17, 18, 23, 27	None
Overlap I	None	None
Overlap J	None	None

	Overlap Flags (MM - 4 - 6 - 1 - 5)
Enable	1, 2, 3, 4, 5, 6, 7, 8
Ped Overlap	3, 4
Flash Yellow	None
Alt Flash Hertz	None
Option 1	None

Peers

Peer Index 1

Peer Source (MM - 4 - 8 - 1 - 1)

Peer Number	Peer ID	Peer IP	Peer Timeout
1	1831	10.225.16.22	15
2	1833	10.225.16.18	15
3	0	0.0.0.0	15
4	0	0.0.0.0	15
5	0	0.0.0.0	15

Peer Functions (MM - 4 - 8 - 1 - 2)

Function Number	Peer	Source Func	Index	Input Func	Index	Fail State
1	1831	VehicleDet	17	SpecialFunc	3	Off
2	1831	VehicleDet	33	SpecialFunc	3	Off
3	1833	VehicleDet	34	SpecialFunc	4	Off
4	0	None	0	None	0	Off
5	0	None	0	None	0	Off
6	0	None	0	None	0	Off
7	0	None	0	None	0	Off
8	0	None	0	None	0	Off
9	0	None	0	None	0	Off
10	0	None	0	None	0	Off

Notes

Intersection: Camelback & 7 Ave ID#: 1832 Date Signalized: 5/1/1959 Timing Install Date: 12/27/2019 Time: 1140 Record# 4

Intersection Dimensions:

NORTH LEG - 74 FT
EAST LEG - 120 FT
SOUTH LEG - 64 FT
WEST LEG - 120 FT

E-N, W-S LT - 105 FT

Phasing:

PHASE 1 - EAST TO NORTH PHASE 5 - WEST TO SOUTH
PHASE 2 - WB, N-LEG PED PHASE 6 - EB, S-LEG PED
PHASE 3 - S-E PHASE 7 - N-W
PHASE 4 - NB, E-LEG PED PHASE 8 - SB, W-LEG PED

FOR ADDITIONAL PHASING INFORMATION SEE PHASING DIAGRAM AND SEQUENCE CHART AS-BUILT.

I/S Information:

MAIN STREET IS E/W (Camelback), PHASES 2/6. FLASH: ALL RED.

Special Programming:

Phase 3 & 7 All Red is set to 2.0 seconds Per LRT T.E.

RECORD 4:

4:(Clearance Updates)

Other equipment installed at I/S:

Camera: X Video Detection: X Wireless: Fiber: X EVP: Heavy Rail: Hawk: Cabinet Type: TS2 Controller Type: ASC3/2070

Intersection:	MISSOURI @ 7 AVE					
Controller ID:	17.2	Channel:	564	Drop:	6	
System:	TransCore TransSuite TCS					
Controller Type:	Econolite Cobalt 32.65					
TransCore Unified Controller Manager 18.2.1						



Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	8	15	0	15	8	15	0	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	16	0	15	0	16	0	10	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	18	30	0	35	18	30	0	35	0	0	0	0	0	0	0	0
Max 2	25	40	0	45	25	40	0	45	0	0	0	0	0	0	0	0
Max 3	12	50	0	55	12	50	0	55	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.6	3.0	4.0	3.0	3.6	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.2	1.0	1.1	1.0	1.2	1.0	1.1	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	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	2			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)3

Pattern	3				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	5				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)6

Pattern	6				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)8

Pattern	8				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)9

Pattern	9				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)11

Pattern	11				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)12

Pattern	12				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)14

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)15

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)16

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)17

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)18

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)19

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)20

Pattern	0											System Override	No						
Timing Plan	1											Sequence	1						
Vehicle Detector	1											Detector Log	NONE						
Flash	No											Red Rest	No						
Veh Det Diag Plan	1											Ped Det Diag Plan	1						
Dimming Enable	No																		
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh									

Action Plan (MM-5-2)24

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)42

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)99

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		94				
Use Split Pattern	1							
Cycle Time	94							
Offset Val	12							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	16	30	0	48	16	30	0	48
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 2 (AM)

Coordination Data		Split Sum		120				
Use Split Pattern	2							
Cycle Time	120							
Offset Val	68							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	16	48	0	56	16	48	0	56
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 3 (PM)

Coordination Data		Split Sum		120				
Use Split Pattern	3							
Cycle Time	120							
Offset Val	88							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	18	46	0	56	18	46	0	56
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		90				
Use Split Pattern	4							
Cycle Time	90							
Offset Val	16							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	29	0	49	12	29	0	49
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		100				
Use Split Pattern	5							
Cycle Time	100							
Offset Val	50							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	37	0	48	15	37	0	48
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0				
Use Split Pattern	6							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		120				
Use Split Pattern	7							
Cycle Time	120							
Offset Val	40							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	40	0	60	20	40	0	60
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		120				
Use Split Pattern	8							
Cycle Time	120							
Offset Val	40							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	18	32	0	70	18	32	0	70
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		0					
Use Split Pattern	9								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		0					
Use Split Pattern	10								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 11 ()

Coordination Data		Split Sum		110				
Use Split Pattern	11							
Cycle Time	110							
Offset Val	24							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	16	46	0	48	16	46	0	48
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 12 ()

Coordination Data		Split Sum		0				
Use Split Pattern	12							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		0					
Use Split Pattern	13								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern	0			

Coordination Parameter Data - 14 ()

Coordination Data		Split Sum		0					
Use Split Pattern	14								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern	0			

Coordination Parameter Data - 15 ()

Coordination Data		Split Sum		0					
Use Split Pattern	15								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		0					
Use Split Pattern	16								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Day Plans

Day Plan 1

Event	1	2	3	4	5	6
Action	4	2	5	3	1	4
Hour	0	6	9	14	18	22
Minute	0	0	0	30	30	30

Day Plan 2

Event	1	2	3
Action	4	1	4
Hour	0	8	21
Minute	0	0	0

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE FREEINPUTENABLES	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	1 5	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	2	2	2	2	2	2	2	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	NONE	
3	0	.	NONE	Auto	.	NONE	
4	4	Vehicle	NONE	Auto	Red	TOGETHER	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	NONE	
7	0	.	NONE	Auto	.	NONE	
8	0	.	NONE	Auto	.	NONE	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	0	.	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	14	14
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	14	13
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Vehicle Detector Plan 1


Detector	1	2	5	6
Assigned	1	1	5	5
Switch Phase	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0
Fail Time	255	255	255	255
Fail Call Delay	0	0	0	0
Yellow Lock	No	No	No	No
Added Option	No	No	No	No
Call Option	No	No	No	No
Passage Option	Yes	No	Yes	No
Queue Option	No	No	No	No
NTCIP	No	No	No	No
NTCIP Volume	No	No	No	No
ECPI Log	No	No	No	No
Red Lock	No	No	No	No
Called Phases	None	None	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	Econolite
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Intersection:	BETHANY HOME @ 7 AVE					 City of Phoenix Traffic Signals Section
Controller ID:	8.2	Channel:	562	Drop:	18	
System:	TransCore TransSuite TCS					
Controller Type:	Econolite Cobalt 32.65					
TransCore Unified Controller Manager 18.2.1						

Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	8	15	0	15	8	15	0	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	13	0	12	0	13	0	12	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	0.0	1.0	2.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	0.0	1.0	3.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	12	30	0	30	12	30	0	30	0	0	0	0	0	0	0	0
Max 2	15	40	0	40	15	40	0	40	0	0	0	0	0	0	0	0
Max 3	25	50	0	50	25	50	0	50	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.1	0.0	1.1	1.0	1.1	0.0	1.1	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	6.0	6.0	2.0	6.0	6.0	6.0	2.0	6.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	30	30	30	30	30	30	30	30	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	2			System Override				No								
Timing Plan	1			Sequence				1								
Vehicle Detector	1			Detector Log				NONE								
Flash	No			Red Rest				No								
Veh Det Diag Plan	1			Ped Det Diag Plan				1								
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)3

Pattern	3				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	5				System Override				No											
Timing Plan	1				Sequence				1											
Vehicle Detector	1				Detector Log				NONE											
Flash	No				Red Rest				No											
Veh Det Diag Plan	1				Ped Det Diag Plan				1											
Dimming Enable	No																			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh										

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)11

Pattern	11				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)12

Pattern	12				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)14

Pattern	14				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)16

Pattern	16				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)17

Pattern	17				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)18

Pattern	18				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)20

Pattern	20				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)21

Pattern	21				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)24

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)25

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)42

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		94				
Use Split Pattern	1							
Cycle Time	94							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	39	0	42	13	39	0	42
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		120				
Use Split Pattern	2							
Cycle Time	120							
Offset Val	27							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	56	0	49	15	56	0	49
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		120				
Use Split Pattern	3							
Cycle Time	120							
Offset Val	76							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	18	54	0	48	18	54	0	48
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		90				
Use Split Pattern	4							
Cycle Time	90							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	32	0	45	13	32	0	45
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		100				
Use Split Pattern	5							
Cycle Time	100							
Offset Val	62							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	38	0	50	12	38	0	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern	0		

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0				
Use Split Pattern	6							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern	0		

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		100				
Use Split Pattern	7							
Cycle Time	120							
Offset Val	71							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	14	45	0	41	14	45	0	41
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0				
Use Split Pattern	8							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		0					
Use Split Pattern	9								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94					
Use Split Pattern	10								
Cycle Time	94								
Offset Val	82								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	13	41	0	40	13	41	0	40	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 11 (AM TSOP)

Coordination Data		Split Sum		120				
Use Split Pattern	11							
Cycle Time	120							
Offset Val	37							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	53	0	55	12	53	0	55
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern	0		

Coordination Parameter Data - 12 (AM)

Coordination Data		Split Sum		120				
Use Split Pattern	12							
Cycle Time	120							
Offset Val	56							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	58	0	50	12	58	0	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern	0		

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90				
Use Split Pattern	13							
Cycle Time	90							
Offset Val	70							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	39	0	39	12	39	0	39
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 14 (PM TSOP)

Coordination Data		Split Sum		120				
Use Split Pattern	14							
Cycle Time	120							
Offset Val	4							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	53	0	55	12	53	0	55
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		0					
Use Split Pattern	16								
Cycle Time	150								
Offset Val	22								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	Xartery Pattern		0				

Coordination Parameter Data - 17 (Mid Day TSOP)

Coordination Data		Split Sum		120					
Use Split Pattern	17								
Cycle Time	120								
Offset Val	71								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	12	53	0	55	12	53	0	55	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	Xartery Pattern		0				

Coordination Parameter Data - 18 ()

Coordination Data		Split Sum		150				
Use Split Pattern	18							
Cycle Time	150							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	80	0	50	20	80	0	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 20 ()

Coordination Data		Split Sum		120				
Use Split Pattern	20							
Cycle Time	120							
Offset Val	90							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	48	0	57	15	48	0	57
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 21 ()

Coordination Data		Split Sum		120				
Use Split Pattern	21							
Cycle Time	120							
Offset Val	90							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	48	0	57	15	48	0	57
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Day Plans

Day Plan 1

Event	1	2	3	4	5	6
Action	4	11	17	14	1	4
Hour	0	6	9	14	18	22
Minute	0	0	0	0	0	30

Day Plan 2

Event	1	2	3
Action	4	1	4
Hour	0	8	21
Minute	0	0	0

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Fixed	Fixed	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE FREEINPUTENABLES	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	1 5	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	2	2	2	2	2	2	2	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	TOGETHER	
3	0	.	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	NONE	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	TOGETHER	
7	0	.	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	NONE	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	13	238
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	13	237
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Vehicle Detector Plan 1

Detector	1	2	5	6
Assigned	1	1	5	5
Switch Phase	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0
Fail Time	255	255	255	255
Fail Call Delay	0	0	0	0
Yellow Lock	No	No	No	No
Added Option	No	No	No	No
Call Option	No	No	No	No
Passage Option	Yes	No	Yes	No
Queue Option	No	No	No	No
NTCIP	No	No	No	No
NTCIP Volume	No	No	No	No
ECPI Log	No	No	No	No
Red Lock	No	No	No	No
Called Phases	None	None	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
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City of Phoenix
Traffic Signals Section

Intersection:	MARYLAND @ 7 AVE		
Controller ID:	312.2	Channel:	523
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
Drop	15		
TransCore Unified Controller Manager 18.2.1			

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	15	5	0	0	0	4	0	0	0	0	0	0
Walk	8	8	0	0	0	8	0	0	0	0	0	0
Ped Clear	5	12	0	0	0	12	0	0	0	0	0	0
Yellow Change	4.0	3.6	3.0	3.0	3.0	3.6	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.3	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	1.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	20	35	0	0	0	12	0	0	0	0	0	0
Maximum2	25	15	0	0	0	15	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
Option Data/Flash Data*	EP, ENTRF, NAL, NLD, PR, RIW	EP, EXITRF, NLD, NLD	NLD	NLD	NLD	EP, EXITRF, NLD	NLD	NLD	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	30	25	0	0	0	20	0	0
Passage 2 (VEH EXT2)	10	30	0	0	0	30	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	2	3	4	5	11
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1	1	1
Cross Phase	0	0	0	0	0	0
Cycle Time	94	120	120	90	100	110
Match	9	0	0	0	0	0
Offset Time	20	74	55	52	50	42
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	31
Alt Sequence	NONE
Coord Phase	1
Cross Phase	0
Cycle Time	94
Match	0
Offset Time	10
Pedestrian Call	NONE
Phase Omit	NONE
Phase Reserv	false
Spare	0
Spl Dmd Ptn1	0
Spl Dmd Ptn2	0
Split Ext1	0
Split Ext2	0
Veh Perm1	2
Veh Perm2	0
Veh Perm Disp	0
Vehicle Call	NONE
Max Veh Call	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	62	32	0	0	0	32	0	0	0	0	0	0
PATTERN 2	80	40	0	0	0	40	0	0	0	0	0	0
PATTERN 3	85	35	0	0	0	35	0	0	0	0	0	0
PATTERN 4	55	35	0	0	0	35	0	0	0	0	0	0
PATTERN 5	68	32	0	0	0	32	0	0	0	0	0	0
PATTERN 11	67	43	0	0	0	0	0	0	0	0	0	0
PATTERN 31	59	35	0	0	0	35	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	11	12
Day Prgm	1	1	1	1	1	1	2	2
Start Time	00:00	06:00	09:00	14:30	18:30	22:30	00:00	08:00
Coord Ptn	4	2	5	3	1	4	4	1
Override	false	false	false	false	false	false	false	false

Step Num	13
Day Prgm	2
Start Time	21:00
Coord Ptn	4
Override	false

TOD Data

TOD Step	1	6
Day Prgm Num	1	2
Start Time	00:00	00:00
Alt Seq	NONE	NONE
Con Srv Inhib	NONE	NONE
Det Diag Plan	0	0
Max2 Enable	NONE	NONE
Max3 Enable	NONE	NONE
Options	NONE	NONE
Ped Call	NONE	NONE
Phase Omit	NONE	NONE
Spec Function	4,8	4,8
Vehicle Call	NONE	NONE
Veh Max Call	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

****Special Function Options**

4 - CNA1

5 - Walk Rest

7-Pretimed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	2
Alarms	NONE
Call Phase	2
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:

NAF - No Activity Fault

EOF - Erratic Output Fault

CF - Configuration Fault

MPF - Max Presence Fault

CF - Communications Fault

OF - Other Fault

Options:

VD - Volume Det

RLC - Red Lock Call

Q - Queue

OD - Occupancy Det

P - Passage

C - Call

YLK- Yellow Lock Call

AI - Added Initial

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	90							



City of Phoenix
Traffic Signals Section

Intersection:	GLENDALE @ 7 AVE		
Controller ID:	303.2	Channel:	523
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager	18.2.1		

Drop	8
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Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	5	15	0	15	5	15	0	15	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0
Ped Clear	0	12	0	12	0	12	0	12	0	0	0	0
Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.1	0.0	1.1	1.0	1.1	0.0	1.1	0.0	0.0	0.0	0.0
Passage (VEH EXT)	2.0	1.0	0.0	1.0	2.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Maximum1	25	30	0	30	25	35	0	35	0	0	0	0
Maximum2	10	45	0	40	10	45	0	45	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	2.0	2.0	2.0	2.0
Option Data/Flash Data*	EP, NLDM	EP, ENTRF, EXITRF, NAL, NLDM, PR, RIW	NLDM	EP, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, ENTRF, EXITRF, NAL, NLDM, PR, RIW	NLDM	EP, NAL, NLDM, PR, DEP, RIW	NLDM	NLDM	NLDM	NLDM
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup	redClear				redClear							
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	12	50	0	50	12	55	0	55
Passage 2 (VEH EXT2)	30	10	0	10	30	10	0	10
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	2	3	4	5	6
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	4,8	4,8	2,6	4,8	4,8	2,6
Cross Phase	0	0	0	0	0	0
Cycle Time	120	135	135	120	135	135
Match	0	0	0	0	0	0
Offset Time	48	60	60	92	97	116
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	7	8	9	10	13	16
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	2,6	4,8	2,6	2,6	2,6	4,8
Cross Phase	0	0	0	0	0	0
Cycle Time	100	135	135	94	90	150
Match	0	0	0	0	0	0
Offset Time	22	32	32	16	22	22
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Coordination Patterns

Pattern Num	18	19
Alt Sequence	NONE	NONE
Coord Phase	2,6	2,6
Cross Phase	0	0
Cycle Time	150	150
Match	0	0
Offset Time	22	22
Pedestrian Call	NONE	NONE
Phase Omit	NONE	NONE
Phase Reserv	false	false
Spare	0	0
Spl Dmd Ptn1	0	0
Spl Dmd Ptn2	0	0
Split Ext1	0	0
Split Ext2	0	0
Veh Perm1	2	2
Veh Perm2	0	0
Veh Perm Disp	0	0
Vehicle Call	NONE	NONE
Max Veh Call	NONE	NONE

Split Times

Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	14	58	0	48	12	60	0	48	0	0	0	0
PATTERN 2	15	39	0	81	15	39	0	81	0	0	0	0
PATTERN 3	20	61	0	54	20	61	0	54	0	0	0	0
PATTERN 4	15	55	0	50	12	58	0	50	0	0	0	0
PATTERN 5	15	39	0	81	15	39	0	81	0	0	0	0
PATTERN 6	20	61	0	54	20	61	0	54	0	0	0	0
PATTERN 7	13	37	0	50	13	37	0	50	0	0	0	0
PATTERN 8	15	39	0	81	15	39	0	81	0	0	0	0
PATTERN 9	20	61	0	54	20	61	0	54	0	0	0	0
PATTERN 10	13	39	0	42	13	39	0	42	0	0	0	0
PATTERN 13	13	32	0	45	13	32	0	45	0	0	0	0
PATTERN 16	20	40	0	90	20	40	0	90	0	0	0	0
PATTERN 18	25	85	0	40	25	85	0	40	0	0	0	0
PATTERN 19	35	75	0	40	35	75	0	40	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	11	12
Day Prgm	1	1	1	1	1	1	2	2
Start Time	00:00	06:00	09:00	14:30	18:30	22:30	00:00	08:00
Coord Ptn	13	1	7	4	4	13	13	10
Override	false	false	false	false	false	false	false	false

Step Num	13	21	22	23	24	25	26
Day Prgm	2	11	11	11	11	11	11
Start Time	21:00	00:00	06:00	09:00	14:30	18:30	22:30
Coord Ptn	13	13	1	7	4	10	13
Override	false	false	false	false	false	false	false

TOD Data

TOD Step	1	2	3	4	5	7
Day Prgm Num	1	1	1	1	1	2
Start Time	00:00	06:00	09:00	14:30	18:30	00:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	2,6	NONE	2,6	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

TOD Step	11	12	13	14	15	16
Day Prgm Num	11	11	11	11	11	11
Start Time	00:00	06:00	09:00	13:00	14:30	18:30
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	2,6	NONE	NONE	2,6	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	1,5	NONE	NONE	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash
 AVE - Alternate Vehicle Extension

DE - Dimming Enable
 DDE - Detector Delay Enable

DLE - Detector Log Enable
 RR - Red Rest

****Special Function Options**

4 - CNA1
 5 - Walk Rest

7 - Pretimed Operation
 8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	11	0	0	0	0	0	0	0	0
DOW or DOM	14	0	0	0	0	0	0	0	0
Month	11	0	0	0	0	0	0	0	0
WOM or Year	2018	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2	5	6
Alarms	NONE	NONE	NONE	NONE
Call Phase	1	1	5	5
Delay	0.0	0.0	0.0	0.0
Erratic Counts	0	0	0	0
Extend	0.0	6.0	0.0	0.0
Fail Time	0	0	0	0
Max Presence	0	0	0	0
No Activity	0	0	0	0
Options	NONE	P	P	P
Queue Limit	0	0	0	0
Report Alarms	0	0	0	0
Reset	0	0	0	0
Switch Phase	0	0	0	0

Alarms:

NAF - No Activity Fault

MPF - Max Presence Fault

EOF - Erratic Output Fault

CF - Communications Fault

CF - Configuration Fault

OF - Other Fault

Options:

VD - Volume Det

OD - Occupancy Det

YLK- Yellow Lock Call

RLC - Red Lock Call

P - Passage

AI - Added Initial

Q - Queue

C - Call

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	8
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	90							

Preempt Data

Preempt Num	Preempt 3	Preempt 4	Preempt 5	Preempt 6
Link	0	0	0	0
Delay Time	0	0	0	0
Duration Time	0	0	0	0
Inhibit Time	0	0	0	0
Max Time	0	0	0	0
Term Ovlp	NONE	NONE	NONE	NONE
Term Overlaps	NONE	NONE	NONE	NONE
Min Ped Clear	0	0	0	0
Min Green	1	1	1	1
Min Yellow	0.0	0.0	0.0	0.0
Min Red	0.0	0.0	0.0	0.0
track Clear	NONE	NONE	NONE	NONE
Track Clear	0	0	0	0
Track Clear	0.0	0.0	0.0	0.0
Track Clear	0.0	0.0	0.0	0.0
Min Hold Time	8	8	8	8
Hold Phases	2,6	4,8	2,6	4,8
Hold Yellow	0.0	0.0	0.0	0.0
Hold Red	0.0	0.0	0.0	0.0
Out Of Flash	red	red	red	red
Hold Time	5	5	5	5
Exit Calls	4,8	1,5	4,8	1,5
Exit Max	0	0	0	0
Exit Phases	4,8	1,5	4,8	1,5
Options 1	A	A	A	A
Options 2	NONE	NONE	NONE	NONE

***Options 1 Definition:**

A - Active	PA - Ped Active
DL - Detector Lock	PCY - Ped Clear Through Yellow
HF - Hold/Flash	PD - Ped Dark
P - Priority	ZPCT - Zero Ped Clear Time

****Options 2 Definition:**

AODH - Active Only During Hold	NCVMF - No CVM in Flash
DOF - Don't Override Flash	TOASAP - Terminate Overlap ASAP
EMPT - Enable Max Preempt Time	TP - Terminate Phases
FAO - Flash All Output	YRGG - Yellow-Red Goes Green
FFGH - Fast Flash Green on Hold	

Notes

Intersection: Glendale & 7 Ave ID#: 303 Date Signalized: 05/01/1959 Timing Install Date: 07/27/2015 Time: 10:35 hrs Record# 07

Ring Structure:

1 2 | 4
5 6 | 8

Intersection Measurements:

NORTH LEG - W:64 FT
EAST LEG - W:64 FT
SOUTH LEG - W:64 FT
WEST LEG - W:64 FT

Measurements for FDW and WLK times:

N/S LEGS - FDW:0 FT, WLK:0 FT
E/W LEGS - FDW:0 FT, WLK:0 FT

Phasing:

PHASE 1 - E-N LT, 3-Car:P/P	PHASE 5 - W-S LT, 3-Car:P/P
PHASE 2 - WB, N-LEG PED	PHASE 6 - EB, S-LEG PED
PHASE 4 - NB/SB, E/W-LEG PED	PHASE 8 - GHOST PHASE, NO FIELD

I/S Information:

MAIN STREET IS E/W (GLENDALE), PHASES 2/6. FLASH: ALL RED.

Special Programming:

DO NOT MAX INHIBIT. COORD TRANSITION MODE: ADD-ONLY.
PHASE 8 SETTINGS RECALL: PED, DETECTION TYPE: NONE
DO NOT USE DUAL ENTRY ON PHASES 2 & 6, EB PREEMPTION BRINGS UP EB GREEN ONLY.

Special Recall Programming:

NONE.

EVP and Strobecom Settings: Install Date: 12/21/2006

WESTBOUND - PREEMPTOR 3: Delay Time: 0 Max Call Time: 120 Extend Time: 2 Activate Distance (feet): 2500

NORTHBOUND - PREEMPTOR 4: Delay Time: 0 Max Call Time: 120 Extend Time: 2 Activate Distance (feet): 2500

EASTBOUND - PREEMPTOR 5: Delay Time: 0 Max Call Time: 120 Extend Time: 2 Activate Distance (feet): 2500

SOUTHBOUND - PREEMPTOR 6: Delay Time: 0 Max Call Time: 120 Extend Time: 2 Activate Distance (feet): 2500

Detector/Confirmation Light Locations:

WB DETECTOR - ON WB MASTARM BY INSIDE HEAD OVER WB CENTER LANE.
WB LIGHT - ON WB MASTARM BY INSIDE HEAD OVER WB CENTER LANE.

EB DETECTOR - ON EB MASTARM OVER EB CENTER LANE ON RISER DUE TO SLOPE OF M/A.
EB LIGHT - ON EB MASTARM OVER EB CENTER LANE ON RISER DUE TO SLOPE OF M/A.

NB DETECTOR - ON NB MASTARM BY INSIDE HEAD OVER NB CENTER LANE
NB LIGHT - ON NB MASTARM BY INSIDE HEAD OVER NB CENTER LANE.

SB DETECTOR - ON SB MASTARM OVER SB CENTER LANE.
SB LIGHT - ON SB MASTARM OVER SB CENTER LANE.

NOTE: DUE TO TOD ARROW OMITS PREEMPTION CANNOT EXIT IN TO ARROW PHASES.

RECORD 07:

07-changed timing sheet and printout to new format, modified dials and splits.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection:	NORTHERN @ 7 AVE				
Controller ID:	292.2	Channel:	562	Drop:	24
System:	TransCore TransSuite TCS				
Controller Type:	Econolite Cobalt 32.65				
TransCore Unified Controller Manager 18.2.1					



Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	2	15	2	15	2	15	2	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	12	0	16	0	12	0	16	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	30	25	30	25	30	25	30	0	0	0	0	0	0	0	0
Max 2	10	40	10	40	10	40	10	40	0	0	0	0	0	0	0	0
Max 3	12	50	12	50	12	50	12	50	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.1	1.0	1.5	1.0	1.1	1.0	1.5	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	2	15	2	15	2	15	2	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	0.0	0.0	0.0	0.0	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 Extension 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
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	2	15	2	15	2	15	2	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	0.0	0.0	0.0	0.0	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 Extension 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
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	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	0.0	0.0	0.0	0.0	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	2	15	2	15	2	15	2	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	0.0	0.0	0.0	0.0	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 Extension 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
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	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	0.0	0.0	0.0	0.0	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	2				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)3

Pattern	3				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	5				System Override				No											
Timing Plan	1				Sequence				1											
Vehicle Detector	1				Detector Log				NONE											
Flash	No				Red Rest				No											
Veh Det Diag Plan	1				Ped Det Diag Plan				1											
Dimming Enable	No																			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh										

Action Plan (MM-5-2)6

Pattern	6				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)8

Pattern	8				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)24

Pattern	3			System Override				No								
Timing Plan	1			Sequence				1								
Vehicle Detector	1			Detector Log				NONE								
Flash	No			Red Rest				No								
Veh Det Diag Plan	1			Ped Det Diag Plan				1								
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)99

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		94				
Use Split Pattern	1							
Cycle Time	94							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	14	37	13	30	14	37	13	30
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		120				
Use Split Pattern	2							
Cycle Time	120							
Offset Val	41							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	48	0	59	14	47	0	59
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		120					
Use Split Pattern	3								
Cycle Time	120								
Offset Val	61								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	13	48	12	47	13	48	12	47	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
		1	2	3	4				
Ring Split Ext		0	0	0	0				
Ring Displacement		0	0	0	0				
Split Demand		0	0	Xartery Pattern	0				

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		90					
Use Split Pattern	4								
Cycle Time	90								
Offset Val	22								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	12	33	12	33	12	33	12	33	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
		1	2	3	4				
Ring Split Ext		0	0	0	0				
Ring Displacement		0	0	0	0				
Split Demand		0	0	Xartery Pattern	0				

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		100					
Use Split Pattern	5								
Cycle Time	100								
Offset Val	41								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	12	38	12	38	12	38	12	38	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
		1	2	3	4				
Ring Split Ext		0	0	0	0				
Ring Displacement		0	0	0	0				
Split Demand		0	0	Xartery Pattern				0	

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		110					
Use Split Pattern	6								
Cycle Time	110								
Offset Val	27								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	12	48	12	38	14	46	12	38	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
		1	2	3	4				
Ring Split Ext		0	0	0	0				
Ring Displacement		0	0	0	0				
Split Demand		0	0	Xartery Pattern				0	

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		120				
Use Split Pattern	7							
Cycle Time	120							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	40	12	48	14	46	12	48
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		120				
Use Split Pattern	8							
Cycle Time	120							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	45	15	45	15	45	15	45
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 18 (E-W AM Push Plan)

Coordination Data		Split Sum		0					
Use Split Pattern	18								
Cycle Time	135								
Offset Val	41								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	17	63	0	55	17	63	0	55	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	Xartery Pattern					

Coordination Parameter Data - 41 ()

Coordination Data		Split Sum		0					
Use Split Pattern	41								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	Xartery Pattern					

Day Plans

Day Plan 1

Event	1	2	3	4	5	6
Action	4	2	5	3	1	4
Hour	0	5	9	14	18	22
Minute	0	55	5	30	30	30

Day Plan 2

Event	1	2	3
Action	4	1	4
Hour	0	8	21
Minute	0	0	0

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	STD
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	2	2	2	2	2	2	2	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	TOGETHER	
3	3	Vehicle	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	NONE	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	TOGETHER	
7	7	Vehicle	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	NONE	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	13	186
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	13	185
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Preemptor 3

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 4

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	2 6			
Exit Calls	2 6			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 5

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 6

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	2 6			
Exit Calls	2 6			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Vehicle Detector Plan 1

Detector	1	2	3	4	5	6
Assigned	1	1	3	3	5	5
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	No	No	No	No	No	No
Passage Option	Yes	No	Yes	No	Yes	No
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

Detector	7	8
Assigned	7	7
Switch Phase	0	0
Extend Time	0.0	0.0
Delay Time	0.0	0.0
Queue Limit	0	0
Fail Time	255	255
Fail Call Delay	0	0
Yellow Lock	No	No
Added Option	No	No
Call Option	No	No
Passage Option	Yes	No
Queue Option	No	No
NTCIP	No	No
NTCIP Volume	No	No
ECPI Log	No	No
Red Lock	No	No
Called Phases	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	Econolite
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Appendix D

7th Street Traffic Signal Timing Plans



City of Phoenix
Traffic Signals Section

Intersection:	MCDOWELL @ 7 ST		
Controller ID:	107.2	Channel:	514
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager	18.2.1		

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	5	15	5	15	5	15	5	15	0	0	0	0
Walk	0	11	0	9	0	11	0	9	0	0	0	0
Ped Clear	0	21	0	18	0	21	0	18	0	0	0	0
Yellow Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	1.0	1.7	1.0	2.0	2.3	1.7	0.0	0.0	0.0	0.0
Passage (VEH EXT)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0
Maximum1	25	35	25	30	25	35	30	35	0	0	0	0
Maximum2	10	45	15	40	50	45	50	40	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Option Data/Flash Data*	EP, NLDM	EP, ENTRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, EXITRF, NAL, NLDM, PR, DEP, RIW	EP	EP, ENTRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, EXITRF, NAL, NLDM, PR, DEP, RIW	NLDM	NLDM	NLDM	NLDM
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup	redClear				redClear							
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	12	55	12	55	15	55	15	55
Passage 2 (VEH EXT2)	30	10	30	10	40	10	40	10
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	4	6	7	11	16
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	4,8	4,8	4,8	2,6	4,8	4,8
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	135	100	150	150
Match	0	0	0	0	0	0
Offset Time	56	43	31	82	56	75
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	18	20	22	23	42
Alt Sequence	NONE	NONE	NONE	NONE	NONE
Coord Phase	4,8	4,8	4,8	4,8	2,6
Cross Phase	0	0	0	0	0
Cycle Time	120	135	135	135	135
Match	0	0	0	0	0
Offset Time	56	60	56	60	60
Pedestrian Call	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false
Spare	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0
Split Ext1	0	0	0	0	0
Split Ext2	0	0	0	0	0
Veh Perm1	2	2	2	2	2
Veh Perm2	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE

Split Times

Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	13	42	22	43	17	38	28	37	0	0	0	0
PATTERN 4	14	41	15	50	17	38	32	33	0	0	0	0
PATTERN 6	14	48	15	58	22	40	32	41	0	0	0	0
PATTERN 7	13	38	16	33	13	38	16	33	0	0	0	0
PATTERN 11	16	52	28	54	28	40	32	50	0	0	0	0
PATTERN 16	18	42	25	65	22	38	35	55	0	0	0	0
PATTERN 18	16	43	20	41	21	38	28	33	0	0	0	0
PATTERN 20	15	42	23	55	18	39	32	46	0	0	0	0
PATTERN 22	12	49	12	62	24	37	15	59	0	0	0	0
PATTERN 23	15	46	12	62	12	49	24	50	0	0	0	0
PATTERN 42	14	56	15	50	17	53	32	33	0	0	0	0

NIC Parameters								
Step Num	1	2	3	4	5	11	12	13
Day Prgm	1	1	1	1	1	2	2	2
Start Time	00:00	05:00	09:00	14:30	18:30	00:00	06:00	22:30
Coord Ptn	7	11	7	4	7	7	7	7
Override	false	false	false	false	false	false	false	false

TOD Data

TOD Step	1	2	3	4	5	6
Day Prgm Num	1	1	1	1	1	2
Start Time	00:00	06:00	09:00	15:00	18:30	00:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	4,7	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	4	NONE	NONE
Options	NONE	AVE	NONE	AVE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

****Special Function Options**

4 - CNA1

5 - Walk Rest

7-Pretimed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2	3	4	5	6	7
Alarms	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	1	3	3	5	5	7
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Erratic Counts	0	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fail Time	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0
Options	P	P	P	P	P	P	P
Queue Limit	0	0	0	0	0	0	0
Report Alarms	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0

Det Number	8
Alarms	NONE
Call Phase	7
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:		
NAF - No Activity Fault	EOF - Erratic Output Fault	CF - Configuration Fault
MPF - Max Presence Fault	CF - Communications Fault	OF - Other Fault
Options:		
VD - Volume Det	RLC - Red Lock Call	Q - Queue
OD - Occupancy Det	P - Passage	C - Call
YLK - Yellow Lock Call	AI - Added Initial	

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	8
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	0							

Preempt Data

Preempt Num	Preempt 3	Preempt 4	Preempt 5	Preempt 6
Link	0	0	0	0
Delay Time	0	0	0	0
Duration Time	0	0	0	0
Inhibit Time	0	0	0	0
Max Time	0	0	0	0
Term Ovlp	NONE	NONE	NONE	NONE
Term Overlaps	NONE	NONE	NONE	NONE
Min Ped Clear	0	0	0	0
Min Green	1	1	1	1
Min Yellow	0.0	0.0	0.0	0.0
Min Red	0.0	0.0	0.0	0.0
track Clear	NONE	NONE	NONE	NONE
Track Clear	0	0	0	0
Track Clear	0.0	0.0	0.0	0.0
Track Clear	0.0	0.0	0.0	0.0
Min Hold Time	8	8	8	8
Hold Phases	2,6	4,8	2,6	4,8
Hold Yellow	0.0	0.0	0.0	0.0
Hold Red	0.0	0.0	0.0	0.0
Out Of Flash	red	red	red	red
Hold Time	5	5	5	5
Exit Calls	4,8	2,6	4,8	2,6
Exit Max	0	0	0	0
Exit Phases	4,8	2,6	4,8	2,6
Options 1	A	A	A	A
Options 2	NONE	NONE	NONE	NONE

***Options 1 Definition:**

A - Active	PA - Ped Active
DL - Detector Lock	PCY - Ped Clear Through Yellow
HF - Hold/Flash	PD - Ped Dark
P - Priority	ZPCT - Zero Ped Clear Time

****Options 2 Definition:**

AODH - Active Only During Hold	NCVMF - No CVM in Flash
DOF - Don't Override Flash	TOASAP - Terminate Overlap ASAP
EMPT - Enable Max Preempt Time	TP - Terminate Phases
FAO - Flash All Output	YRGG - Yellow-Red Goes Green
FFGH - Fast Flash Green on Hold	

Notes

Intersection: Mcdowell & 7 St ID#: 107 Date Signalized: 12/31/1939 Timing Install Date: 02/26/2018 Time: 15:49 hrs Record# 11

Ring Structure:

1 2 | 3 4
5 6 | 7 8

Intersection Measurements:

NORTH LEG - W: 84 FT
EAST LEG - W: 74 FT
SOUTH LEG - W: 101 FT
WEST LEG - W: 84 FT

Measurements for FDW and WLK times: Use 4.0 ft p/sec for FDW.
N/S LEGS - FDW: 90 FT, WLK: 96 FT
E/W LEGS - FDW: 110 FT, WLK: 111 FT

Phasing:

PHASE 1 - EAST TO NORTH, 3-Car:P/P PHASE 5 - WEST TO SOUTH, 3-Car:P/P
PHASE 2 - WESTBOUND, N-LEG PED PHASE 6 - EASTBOUND, S-LEG PED
PHASE 3 - SOUTH TO EAST, 3-Car:P/P PHASE 7 - NORTH TO WEST, Pres:P
PHASE 4 - NORTHBOUND, E-LEG PED PHASE 8 - SOUTHBOUND, W-LEG PED

I/S Information:

MAIN STREET IS E/W (MCDOWELL), PHASES 2/6. FLASH: ALL RED.
PHASE 7 IS A DUAL LANE PROTECTED ARROW.
PHASE 5 & 7 MAX 2 TIMES ARE FOR FREEWAY DETOURS WITH VEH EXT 2.

Special Programming:

DO NOT MAX INHIBIT. PRETIMED ALL HOURS. COORD TRANSITION MODE: ADD-ONLY.
CALL MAX 2 FOR PHASES 4 & 7 FOR ALL DIAL 2 TIMES AND USE A.V.E MON-FRI.
CALL MAX 2 FOR PHASE 3 FOR ALL DIAL 3 TIMES AND USE A.V.E MON-FRI.
RUN MAX 2 WITH DIALS 13 & 14.

Special Recall Programming:

DURING THE LOSS OF ALL DETECTION OF PHASE 5: 8 SECOND MIN RECALL
AND CALL MAX 3 WITH MAX RECALL PHASE 5 FROM 0600-2100.
DURING THE LOSS OF ONE LANE DETECTION FOR THE N-W ARROW, USE 8 SECONDS MIN RECALL
AND USE 5 SECONDS FOR THE VEH EXTENSION TIME.

EVP and Strobecom Settings: Install Date: 02/28/2007

WESTBOUND - PREEMPTOR 3

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 1852

NORTHBOUND - PREEMPTOR 4

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 2414

EASTBOUND - PREEMPTOR 5

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 1852

SOUTHBOUND - PREEMPTOR 6

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 1852

Detector/Confirmation Light Locations:

WB DETECTOR - ON WB MASTARM BETWEEN INSIDE HEAD AND POLE.
WB LIGHT - ON WB MASTARM BETWEEN INSIDE HEAD AND POLE.

EB DETECTOR - ON EB MASTARM BY INSIDE HEAD.
EB LIGHT - ON EB MASTARM BY INSIDE HEAD.

NB DETECTOR - ON NB MASTARM BY INSIDE HEAD.
NB LIGHT - ON NB MASTARM BY INSIDE HEAD.

SB DETECTOR - ON SB MASTARM BETWEEN INSIDE HEAD AND POLE.
SB LIGHT - ON SB MASTARM BETWEEN INSIDE HEAD AND POLE.

RECORD 11:

11-updated min grn, lt red clrs, ped times, adjusted dial splits to fit new min split times.

Other information and equipment installed at I/S:

Camera:NWC Radio:NWC Fiber: EVP: X Hvy Rail/LRT: Hawk: Cabinet Type: TS2



City of Phoenix
Traffic Signals Section

Intersection: PALM LN @ 7 ST	
Controller ID: 99.2	Channel: 514
System: TransCore TransSuite TCS	
Controller Type: Econolite ASC/2	
TransCore Unified Controller Manager 18.2.1	
Drop	10

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	15	5	0	0	0	0	0	0	0	0	0	0
Walk	8	8	0	0	0	0	0	0	0	0	0	0
Ped Clear	5	13	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.6	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	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	40	40	0	0	0	0	0	0	0	0	0	0
Maximum2	50	15	0	0	0	0	0	0	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Option Data/Flash Data*	EP, ENTRF, NAL, NLD, PR, RIW	EP, EXITRP, NLD, NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLD - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	60	20	0	0	0	0	0	0
Passage 2 (VEH EXT2)	10	30	0	0	0	0	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	4	7	10	13	20
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1	1	1
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	100	94	90	120
Match	0	0	0	0	0	0
Offset Time	76	63	59	70	10	44
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	21
Alt Sequence	NONE
Coord Phase	1
Cross Phase	0
Cycle Time	120
Match	0
Offset Time	75
Pedestrian Call	NONE
Phase Omit	NONE
Phase Reserv	false
Spare	0
Spl Dmd Ptn1	0
Spl Dmd Ptn2	0
Split Ext1	0
Split Ext2	0
Veh Perm1	2
Veh Perm2	0
Veh Perm Disp	0
Vehicle Call	NONE
Max Veh Call	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	85	35	0	0	0	0	0	0	0	0	0	0
PATTERN 4	88	32	0	0	0	0	0	0	0	0	0	0
PATTERN 7	65	35	0	0	0	0	0	0	0	0	0	0
PATTERN 10	59	35	0	0	0	0	0	0	0	0	0	0
PATTERN 13	64	26	0	0	0	0	0	0	0	0	0	0
PATTERN 20	80	40	0	0	0	0	0	0	0	0	0	0
PATTERN 21	80	40	0	0	0	0	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	11
Day Prgm	1	1	1	1	1	1	1	2
Start Time	00:00	04:00	06:00	09:00	14:30	18:30	22:30	00:00
Coord Ptn	13	10	1	7	4	10	13	13
Override	false	false	false	false	false	false	false	false

Step Num	12	13
Day Prgm	2	2
Start Time	04:00	22:30
Coord Ptn	10	13
Override	false	false

TOD Data

TOD Step	1	2	3	7	8	9
Day Prgm Num	1	1	1	2	2	2
Start Time	00:00	04:00	22:30	00:00	04:00	22:30
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	2	NONE	2	2	NONE	2
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

TOD Step	11	12	13
Day Prgm Num	10	10	10
Start Time	00:00	09:00	22:30
Alt Seq	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE
Det Diag Plan	0	0	0
Max2 Enable	2	NONE	2
Max3 Enable	NONE	NONE	NONE
Options	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash
 AVE - Alternate Vehicle Extension

DE - Dimming Enable
 DDE - Detector Delay Enable

DLE - Detector Log Enable
 RR - Red Rest

****Special Function Options**

4 - CNA1
 5 - Walk Rest

7 - Pretimed Operation
 8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	float	float	float	float	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2
Alarms	NONE	NONE
Call Phase	2	2
Delay	0.0	0.0
Erratic Counts	0	0
Extend	0.0	0.0
Fail Time	0	0
Max Presence	0	0
No Activity	0	0
Options	P	P
Queue Limit	0	0
Report Alarms	0	0
Reset	0	0
Switch Phase	0	0

Alarms:

NAF - No Activity Fault

MPF - Max Presence Fault

EOF - Erratic Output Fault

CF - Communications Fault

CF - Configuration Fault

OF - Other Fault

Options:

VD - Volume Det

OD - Occupancy Det

YLK- Yellow Lock Call

RLC - Red Lock Call

P - Passage

AI - Added Initial

Q - Queue

C - Call

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	100							

Notes

Intersection: Palm & 7 St ID#: 99 Date Signalized: 02/04/1960 Timing Install Date: 00/00/0000 Time: 00:00 Record# 04

Ring Structure:

1 | 2

Intersection Dimensions:

NORTH LEG - 64 FT

EAST LEG - 30 FT

SOUTH LEG - 64 FT

WEST LEG - 25 FT

Phasing:

PHASE 1 - NORTH/SOUTH

PHASE 2 - EAST/WEST

I/S Information:

MAIN STREET IS N/S (7 ST), PHASE 1. FLASH: N/S YELLOW, E/W RED.

Special Programming:

DO NOT MAX INHIBIT. PED RECYCLE ALL HOURS.

COORD TRANSITION MODE: SMOOTH.

CALL MAX 2 FOR PHASE 2 FOR ALL DIAL 4 TIMES.

Special Recall Programming:

NONE.

RECORD 04:

04-changed timing sheet and printout to new format.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2



City of Phoenix
Traffic Signals Section

Intersection:	VIRGINIA @ 7 ST		
Controller ID:	89.2	Channel:	514
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager	18.2.1		
	Drop	1	

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	15	15	0	0	0	5	0	0	0	0	0	0
Walk	8	8	0	0	0	8	0	0	0	0	0	0
Ped Clear	11	16	0	0	0	16	0	0	0	0	0	0
Yellow Change	3.6	3.2	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.8	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	1.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	30	45	0	0	0	12	0	0	0	0	0	0
Maximum2	40	15	0	0	0	15	0	0	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Option Data/Flash Data*	EP, ENTRF, NAL, NLD, EP, RIW	EP, EXITRF, NLD, MINVR, DEP	NLD	NLD	NLD	EP, EXITRF, NLD, DEP	NLD	NLD	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	0	0	0	30	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLD - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	50	30	0	0	0	20	0	0
Passage 2 (VEH EXT2)	10	30	0	0	0	30	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	4	7	10	13	20
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1	1	1
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	100	94	90	120
Match	0	0	0	0	0	0
Offset Time	73	112	83	57	57	113
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	21
Alt Sequence	NONE
Coord Phase	1
Cross Phase	0
Cycle Time	120
Match	0
Offset Time	7
Pedestrian Call	NONE
Phase Omit	NONE
Phase Reserv	false
Spare	0
Spl Dmd Ptn1	0
Spl Dmd Ptn2	0
Split Ext1	0
Split Ext2	0
Veh Perm1	2
Veh Perm2	0
Veh Perm Disp	0
Vehicle Call	NONE
Max Veh Call	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	85	35	0	0	0	35	0	0	0	0	0	0
PATTERN 4	88	32	0	0	0	32	0	0	0	0	0	0
PATTERN 7	66	34	0	0	0	34	0	0	0	0	0	0
PATTERN 10	60	34	0	0	0	34	0	0	0	0	0	0
PATTERN 13	55	35	0	0	0	35	0	0	0	0	0	0
PATTERN 20	80	40	0	0	0	40	0	0	0	0	0	0
PATTERN 21	80	40	0	0	0	40	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	11
Day Prgm	1	1	1	1	1	1	1	2
Start Time	00:00	04:00	06:00	09:00	14:30	18:30	22:30	00:00
Coord Ptn	13	10	1	7	4	10	13	13
Override	false	false	false	false	false	false	false	false

Step Num	12	13
Day Prgm	2	2
Start Time	04:00	22:30
Coord Ptn	10	13
Override	false	false

TOD Data

TOD Step	1	2	3	6	7	8
Day Prgm Num	1	1	1	2	2	2
Start Time	00:00	04:00	22:30	00:00	04:00	22:30
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	2	NONE	2	2	NONE	2
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

****Special Function Options**

4 - CNA1

5 - Walk Rest

7-Pre timed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	2
Alarms	NONE
Call Phase	2
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:

NAF - No Activity Fault

EOF - Erratic Output Fault

CF - Configuration Fault

MPF - Max Presence Fault

CF - Communications Fault

OF - Other Fault

Options:

VD - Volume Det

RLC - Red Lock Call

Q - Queue

OD - Occupancy Det

P - Passage

C - Call

YLK- Yellow Lock Call

AI - Added Initial

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	100							

Notes

Intersection: Virginia & 7 St ID#: 89 Date Signalized: 01/18/1960 Timing Install Date: 00/00/0000 Time: 00:00 Record# 04

Ring Structure:

1 | 2
| 6

Intersection Dimensions:

NORTH LEG - 64 FT
EAST LEG - 46 FT
SOUTH LEG - 64 FT
WEST LEG - 46 FT

Phasing:

PHASE 1 - NORTH/SOUTH
PHASE 2 - EAST/WEST
PHASE 6 - GHOST PHASE. NO FIELD OUTPUTS.

I/S Information:

MAIN STREET IS N/S (7 ST), PHASE 1. FLASH: N/S YELLOW, E/W RED.
PED CLR TIMES SET TO 3.5 FT PER SECOND FOR ADA.

Special Programming:

DO NOT MAX INHIBIT. PED RECYCLE ALL HOURS.
COORD TRANSITION MODE: ADD-ONLY.
PHASE 6 SETTINGS: RECALL: NL, DETECTION TYPE: PRES.
E/W DETECTION CALLS BOTH PHASES 2 & 6.
CALL MAX 2 FOR PHASE 2 DURING ALL DIAL 4 TIMES.

Special Recall Programming:


DURING ANY RECALL OF PHASE 2 CALL DIAL 1 FOR ALL DIAL 4 TIMES.

RECORD 04:

04-changed timing sheet and printout to new format.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection:	THOMAS @ 7 ST					 City of Phoenix Traffic Signals Section
Controller ID:	82.2	Channel:	554	Drop:	12	
System:	TransCore TransSuite TCS					
Controller Type:	Econolite Cobalt 32.65					
TransCore Unified Controller Manager 18.2.1						

Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	5	15	5	15	5	15	5	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	9	0	9	0	9	0	9	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	16	0	17	0	16	0	17	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	12	35	12	35	12	35	12	35	0	0	0	0	0	0	0	0
Max 2	15	45	20	45	20	45	15	45	0	0	0	0	0	0	0	0
Max 3	40	55	40	55	40	55	40	55	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.5	1.0	1.6	1.0	1.5	1.0	1.6	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)3

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	X	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)6

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)8

Pattern	8				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)9

Pattern	9				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)16

Pattern	16				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)24

Pattern	4			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)25

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)42

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	51							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	47	0	58	17	45	0	58
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		0				
Use Split Pattern	2							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		0				
Use Split Pattern	3							
Cycle Time	0	STD (COS)						
Offset Val	0	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120				
Use Split Pattern	4							
Cycle Time	120	STD (COS)						
Offset Val	24	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	16	47	13	44	12	51	13	44
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		0					
Use Split Pattern	5								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0					
Use Split Pattern	6								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		100				
Use Split Pattern	7							
Cycle Time	100							
Offset Val	75							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	41	12	35	12	41	12	35
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0				
Use Split Pattern	8							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		0				
Use Split Pattern	9							
Cycle Time	0	STD (COS)						
Offset Val	0	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94				
Use Split Pattern	10							
Cycle Time	94	STD (COS)						
Offset Val	82	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	13	35	12	34	13	35	12	34
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90				
Use Split Pattern	13							
Cycle Time	90							
Offset Val	70							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	33	12	33	12	33	12	33
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		150				
Use Split Pattern	16							
Cycle Time	150							
Offset Val	90							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	40	20	70	20	40	20	70
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 20 ()

Coordination Data		Split Sum		120				
Use Split Pattern	20							
Cycle Time	120							
Offset Val	90							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	35	25	45	15	35	25	45
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 21 ()

Coordination Data		Split Sum		120				
Use Split Pattern	21							
Cycle Time	120							
Offset Val	90							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	35	25	45	15	35	25	45
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7	8
Action	13	1	7	4	24	25	10	13
Hour	0	5	9	14	15	18	18	22
Minute	0	55	5	30	55	5	30	30

Day Plan 2

Event	1	2	3
Action	13	10	13
Hour	0	6	21
Minute	0	0	0

Day Plan 11

Event	1	2	3	4
Action	13	24	10	13
Hour	0	6	18	21
Minute	0	0	0	0

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Fixed	Fixed	Fixed	Fixed	Fixed	Float	Float	Float	Float	Float	Float	Float
Month	6	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	8	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	2019	0	0	0	0	0	0	0	0	0	0	0
Day Plan	11	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	2	2	2	2	2	2	2	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	TOGETHER	
3	3	Vehicle	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	NONE	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	TOGETHER	
7	7	Vehicle	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	NONE	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	8	134
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	8	133
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Preemptor 3

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 4

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	2 6			
Exit Calls	2 6			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 5

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 6

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	2 6			
Exit Calls	2 6			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Vehicle Detector Plan 1

Detector	1	2	3	4	5	6
Assigned	1	1	3	3	5	5
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	No	No	No	No	No	No
Passage Option	Yes	No	Yes	No	Yes	No
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None


Detector	7	8
Assigned	7	7
Switch Phase	0	0
Extend Time	0.0	0.0
Delay Time	0.0	0.0
Queue Limit	0	0
Fail Time	255	255
Fail Call Delay	0	0
Yellow Lock	No	No
Added Option	No	No
Call Option	No	No
Passage Option	Yes	No
Queue Option	No	No
NTCIP	No	No
NTCIP Volume	No	No
ECPI Log	No	No
Red Lock	No	No
Called Phases	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
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Intersection:	OSBORN @ 7 ST					 City of Phoenix Traffic Signals Section
Controller ID:	66.2	Channel:	562	Drop:	4	
System:	TransCore TransSuite TCS					
Controller Type:	Econolite Cobalt 32.65					
TransCore Unified Controller Manager 18.2.1						

Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	5	15	0	15	5	15	0	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	13	0	12	0	13	0	12	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	0.0	1.0	2.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	0.0	1.0	3.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	35	0	40	25	35	0	40	0	0	0	0	0	0	0	0
Max 2	10	45	0	50	10	45	0	50	0	0	0	0	0	0	0	0
Max 3	12	55	0	60	12	55	0	60	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.3	0.0	1.2	1.0	1.3	0.0	1.2	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	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)3

Pattern	0				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)6

Pattern	0				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)8

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)9

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)11

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)12

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)14

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)15

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)16

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)17

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)18

Pattern	0				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)19

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)20

Pattern	20				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)21

Pattern	21				System Override				No							
Timing Plan	0				Sequence				0							
Vehicle Detector	0				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	0				Ped Det Diag Plan				0							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)24

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)42

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)99

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	115							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	47	0	61	13	46	0	61
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		0				
Use Split Pattern	2							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		0				
Use Split Pattern	3							
Cycle Time	0	STD (COS)						
Offset Val	0	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120				
Use Split Pattern	4							
Cycle Time	120	STD (COS)						
Offset Val	55	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	15	49	0	56	12	52	0	56
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		0					
Use Split Pattern	5								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0					
Use Split Pattern	6								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		100				
Use Split Pattern	7							
Cycle Time	100							
Offset Val	64							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	38	0	50	12	38	0	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0				
Use Split Pattern	8							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		0						
Use Split Pattern	9									
Cycle Time	0									
Offset Val	0									
Actuated Crd Phase	No									
Actuated Walk	No									
Phase Reservice	No									
Max Select	MAX1									
Phase Number	1	2	3	4	5	6	7	8		
Split	0	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16		
Split	0	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	0	
Coord Phases										
	1	2	3	4						
Ring Split Ext	0	0	0	0						
Ring Displacement	0	0	0	0						
Split Demand	0	0	0	0	Xartery Pattern			0		

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94						
Use Split Pattern	10									
Cycle Time	94									
Offset Val	58									
Actuated Crd Phase	No									
Actuated Walk	No									
Phase Reservice	No									
Max Select	MAX1									
Phase Number	1	2	3	4	5	6	7	8		
Split	13	36	0	45	13	36	0	45		
Preference 1	0	0	0	0	0	0	0	0		
Preference 2	0	0	0	0	0	0	0	0		
Phase Number	9	10	11	12	13	14	15	16		
Split	0	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	0	
Coord Phases	4, 8									
	1	2	3	4						
Ring Split Ext	0	0	0	0						
Ring Displacement	0	0	0	0						
Split Demand	0	0	0	0	Xartery Pattern			0		

Coordination Parameter Data - 11 ()

Coordination Data		Split Sum		0				
Use Split Pattern	11							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 12 ()

Coordination Data		Split Sum		0				
Use Split Pattern	12							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90				
Use Split Pattern	13							
Cycle Time	90							
Offset Val	79							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	32	0	45	13	32	0	45
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern	0		

Coordination Parameter Data - 14 ()

Coordination Data		Split Sum		0				
Use Split Pattern	14							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern	0		

Coordination Parameter Data - 15 ()

Coordination Data		Split Sum		0					
Use Split Pattern	15								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern				

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		0					
Use Split Pattern	16								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern				

Coordination Parameter Data - 20 ()

Coordination Data		Split Sum		120				
Use Split Pattern	20							
Cycle Time	120							
Offset Val	90							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	42	0	65	15	40	0	65
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 21 ()

Coordination Data		Split Sum		120				
Use Split Pattern	21							
Cycle Time	120							
Offset Val	60							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	40	0	65	13	42	0	65
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7
Action	13	10	1	7	4	10	13
Hour	0	4	6	9	14	18	22
Minute	0	0	0	0	30	30	30

Day Plan 2

Event	1	2	3
Action	13	10	13
Hour	0	4	22
Minute	0	0	30

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE FREEINPUTENABLES	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	2	2	0	2	2	2	0	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	NONE	
3	0	.	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	TOGETHER	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	NONE	
7	0	.	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	TOGETHER	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	8	98
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	8	97
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Vehicle Detector Plan 1

Detector	1	2	5	6
Assigned	1	1	5	5
Switch Phase	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0
Fail Time	255	255	255	255
Fail Call Delay	0	0	0	0
Yellow Lock	No	No	No	No
Added Option	No	No	No	No
Call Option	No	No	No	No
Passage Option	Yes	No	Yes	No
Queue Option	No	No	No	No
NTCIP	No	No	No	No
NTCIP Volume	No	No	No	No
ECPI Log	No	No	No	No
Red Lock	No	No	No	No
Called Phases	None	None	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
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Intersection:	INDIAN SCHOOL @ 7 ST				
Controller ID:	52.2	Channel:	564	Drop:	10
System:	TransCore TransSuite TCS				
Controller Type:	Econolite Cobalt 32.65				
TransCore Unified Controller Manager 18.2.1					



Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	5	15	5	15	5	15	5	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	13	0	13	0	13	0	13	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	6.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	20	35	15	35	20	35	0	0	0	0	0	0	0	0
Max 2	25	45	25	45	25	45	25	45	0	0	0	0	0	0	0	0
Max 3	40	60	40	55	40	60	40	55	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.3	1.0	1.3	1.0	1.3	1.0	1.3	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	0				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)3

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)6

Pattern	0				System Override				No											
Timing Plan	1				Sequence				1											
Vehicle Detector	1				Detector Log				NONE											
Flash	No				Red Rest				No											
Veh Det Diag Plan	1				Ped Det Diag Plan				1											
Dimming Enable	No																			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh										

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)8

Pattern	0											System Override	No						
Timing Plan	1											Sequence	1						
Vehicle Detector	1											Detector Log	NONE						
Flash	No											Red Rest	No						
Veh Det Diag Plan	1											Ped Det Diag Plan	1						
Dimming Enable	No																		
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh									

Action Plan (MM-5-2)9

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)10

Pattern	0				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)11

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)12

Pattern	12				System Override				No											
Timing Plan	1				Sequence				1											
Vehicle Detector	1				Detector Log				NONE											
Flash	No				Red Rest				No											
Veh Det Diag Plan	1				Ped Det Diag Plan				1											
Dimming Enable	No																			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh										

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)14

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)15

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)16

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)17

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)18

Pattern	0				System Override				No											
Timing Plan	1				Sequence				1											
Vehicle Detector	1				Detector Log				NONE											
Flash	No				Red Rest				No											
Veh Det Diag Plan	1				Ped Det Diag Plan				1											
Dimming Enable	No																			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh										

Action Plan (MM-5-2)19

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)20

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)21

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)22

Pattern	0											System Override	No					
Timing Plan	1											Sequence	1					
Vehicle Detector	1											Detector Log	NONE					
Flash	No											Red Rest	No					
Veh Det Diag Plan	1											Ped Det Diag Plan	1					
Dimming Enable	No																	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh		
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh		
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh		
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh		
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh		
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh		
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh								

Action Plan (MM-5-2)23

Pattern	0											System Override	No						
Timing Plan	1											Sequence	1						
Vehicle Detector	1											Detector Log	NONE						
Flash	No											Red Rest	No						
Veh Det Diag Plan	1											Ped Det Diag Plan	1						
Dimming Enable	No																		
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh			
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh									

Action Plan (MM-5-2)24

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)25

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)26

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)27

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)42

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)99

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		0					
Use Split Pattern	1								
Cycle Time	120								
Offset Val	63								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	12	50	12	46	12	50	12	46	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	4, 8								
	1		2		3		4		
Ring Split Ext	0		0		0		0		
Ring Displacement	0		0		0		0		
Split Demand	0		0		Xartery Pattern		0		

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		0					
Use Split Pattern	2								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases									
	1		2		3		4		
Ring Split Ext	0		0		0		0		
Ring Displacement	0		0		0		0		
Split Demand	0		0		Xartery Pattern		0		

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		0					
Use Split Pattern	3								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		0					
Use Split Pattern	4								
Cycle Time	120								
Offset Val	114								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	17	50	12	41	17	50	12	41	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases	4, 8								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		0					
Use Split Pattern	5								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0					
Use Split Pattern	6								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		0					
Use Split Pattern	7								
Cycle Time	100								
Offset Val	21								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	12	45	12	31	15	42	12	31	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern		0		

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0					
Use Split Pattern	8								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern		0		

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		0					
Use Split Pattern	9								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	Xartery Pattern		0				

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		0					
Use Split Pattern	10								
Cycle Time	94								
Offset Val	22								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	12	35	12	35	12	35	12	35	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	4, 8								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	Xartery Pattern		0				

Coordination Parameter Data - 11 ()

Coordination Data		Split Sum		0					
Use Split Pattern	11								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 12 ()

Coordination Data		Split Sum		0					
Use Split Pattern	12								
Cycle Time	120								
Offset Val	47								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	15	47	15	43	15	47	15	43	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		0					
Use Split Pattern	13								
Cycle Time	90								
Offset Val	22								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	12	33	12	33	12	33	12	33	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern		0		

Coordination Parameter Data - 14 ()

Coordination Data		Split Sum		0					
Use Split Pattern	14								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern		0		

Coordination Parameter Data - 15 ()

Coordination Data		Split Sum		0				
Use Split Pattern	15							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		0				
Use Split Pattern	16							
Cycle Time	150							
Offset Val	47							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	47	15	73	15	47	15	73
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 17 ()

Coordination Data		Split Sum		0					
Use Split Pattern	17								
Cycle Time	150								
Offset Val	47								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	15	45	25	65	15	45	25	65	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	4, 8								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern		0		

Coordination Parameter Data - 18 ()

Coordination Data		Split Sum		0					
Use Split Pattern	18								
Cycle Time	150								
Offset Val	22								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	15	57	20	58	15	57	20	58	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern		0		

Coordination Parameter Data - 19 ()

Coordination Data		Split Sum		0					
Use Split Pattern	19								
Cycle Time	150								
Offset Val	22								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	25	57	20	48	25	57	20	48	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern		0		

Coordination Parameter Data - 20 ()

Coordination Data		Split Sum		0					
Use Split Pattern	20								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern		0		

Coordination Parameter Data - 21 ()

Coordination Data		Split Sum		0				
Use Split Pattern	21							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 22 ()

Coordination Data		Split Sum		0				
Use Split Pattern	22							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 23 ()

Coordination Data		Split Sum		0				
Use Split Pattern	23							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7	8	9	10
Action	13	24	1	25	7	12	4	26	27	7
Hour	0	5	6	9	9	11	14	15	18	18
Minute	0	55	0	0	5	30	30	55	5	30
Event	11									
Action	13									
Hour	22									
Minute	30									

Day Plan 2

Event	1	2	3
Action	13	7	13
Hour	0	6	21
Minute	0	0	0

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE FREEINPUTENABLES	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	2	2	2	2	2	2	2	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	TOGETHER	
3	3	Vehicle	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	NONE	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	TOGETHER	
7	7	Vehicle	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	NONE	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	4	33
Address Mask	255	255	0	0
FTP Server	0	0	0	0
Default Gateway	10	225	0	2
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Preemptor 3

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	6.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 4

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	6.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	2 6			
Exit Calls	2 6			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 5

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	6.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 6

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	6.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	2 6			
Exit Calls	2 6			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Vehicle Detector Plan 1

Detector	1	2	3	4	5	6
Assigned	1	1	3	3	5	5
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	No	No	No	Yes	No	No
Passage Option	Yes	No	Yes	Yes	Yes	No
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

Detector	7	8
Assigned	7	7
Switch Phase	0	0
Extend Time	0.0	0.0
Delay Time	0.0	0.0
Queue Limit	0	0
Fail Time	255	255
Fail Call Delay	0	0
Yellow Lock	No	No
Added Option	No	No
Call Option	No	No
Passage Option	Yes	No
Queue Option	No	No
NTCIP	No	No
NTCIP Volume	No	No
ECPI Log	No	No
Red Lock	No	No
Called Phases	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	Econolite
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City of Phoenix
Traffic Signals Section

Intersection: VA MED @ 7 ST			
Controller ID: 482.2	Channel: 512	Drop	14
System: TransCore TransSuite TCS			
Controller Type: Econolite ASC/2			
TransCore Unified Controller Manager 18.2.1			

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	15	5	0	0	0	0	0	0	0	0	0	0
Walk	8	8	0	0	0	0	0	0	0	0	0	0
Ped Clear	8	14	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	25	25	0	0	0	0	0	0	0	0	0	0
Maximum2	30	15	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
Option Data/Flash Data*	EP, ENTRF, NAL, NLD, PR, RIW	EP, EXITRP, NLD, NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	40	20	0	0	0	0	0	0
Passage 2 (VEH EXT2)	10	30	0	0	0	0	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns						
Pattern Num	1	4	7	10	11	13
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1	1	1
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	100	94	120	90
Match	0	0	0	0	0	0
Offset Time	34	6	48	60	79	20
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	93	27	0	0	0	0	0	0	0	0	0	0
PATTERN 4	85	35	0	0	0	0	0	0	0	0	0	0
PATTERN 7	73	27	0	0	0	0	0	0	0	0	0	0
PATTERN 10	64	30	0	0	0	0	0	0	0	0	0	0
PATTERN 11	93	27	0	0	0	0	0	0	0	0	0	0
PATTERN 13	63	27	0	0	0	0	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	8
Day Prgm	1	1	1	1	1	1	1	1
Start Time	00:00	04:00	06:00	09:00	11:30	14:30	18:30	22:30
Coord Ptn	13	10	1	7	11	4	10	13
Override	false	false	false	false	false	false	false	false

Step Num	11	12	13
Day Prgm	2	2	2
Start Time	00:00	04:00	22:30
Coord Ptn	13	10	13
Override	false	false	false

TOD Data

TOD Step	1	2	3	6	7	8
Day Prgm Num	1	1	1	2	2	2
Start Time	00:00	04:00	22:30	00:00	04:00	22:30
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	2	NONE	2	2	NONE	2
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

****Special Function Options**

4 - CNA1

5 - Walk Rest

7-Pretimed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2	3
Alarms	NONE	NONE	NONE
Call Phase	2	2	2
Delay	0.0	0.0	0.0
Erratic Counts	0	0	0
Extend	0.0	0.0	0.0
Fail Time	0	0	0
Max Presence	0	0	0
No Activity	0	0	0
Options	P	P	P
Queue Limit	0	0	0
Report Alarms	0	0	0
Reset	0	0	0
Switch Phase	0	0	0

Alarms:

NAF - No Activity Fault

MPF - Max Presence Fault

EOF - Erratic Output Fault

CF - Communications Fault

CF - Configuration Fault

OF - Other Fault

Options:

VD - Volume Det

OD - Occupancy Det

YLK- Yellow Lock Call

RLC - Red Lock Call

P - Passage


AI - Added Initial

Q - Queue

C - Call

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	8
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	9	10	11	12				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	30							

Intersection:	CAMPBELL @ 7 ST					 City of Phoenix Traffic Signals Section
Controller ID:	318.2	Channel:	557	Drop:	3	
System:	TransCore TransSuite TCS					
Controller Type:	Econolite Cobalt 32.65					
TransCore Unified Controller Manager 18.2.1						

Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	8	0	15	0	8	0	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	8	0	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	21	0	0	8	0	13	0	8	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	0.0	2.0	0.0	1.0	0.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	0.0	3.0	0.0	1.0	0.0	3.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	30	40	0	30	0	40	0	30	0	0	0	0	0	0	0	0
Max 2	0	15	0	40	0	15	0	40	0	0	0	0	0	0	0	0
Max 3	0	20	0	50	0	20	0	50	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.0	3.0	3.6	3.0	3.0	3.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.1	0.0	1.0	0.0	2.1	0.0	1.0	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	0					System Override	No									
Timing Plan	1					Sequence	1									
Vehicle Detector	1					Detector Log	NONE									
Flash	No					Red Rest	No									
Veh Det Diag Plan	1					Ped Det Diag Plan	1									
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)3

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)6

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)8

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)9

Pattern	9				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)42

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	6							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	29	27	0	64	0	27	0	64
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		0				
Use Split Pattern	2							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		0					
Use Split Pattern	3								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120					
Use Split Pattern	4								
Cycle Time	120								
Offset Val	60								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	29	40	0	51	0	40	0	51	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	4, 8								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		0					
Use Split Pattern	5								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0					
Use Split Pattern	6								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		0					
Use Split Pattern	7								
Cycle Time	100								
Offset Val	28								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	29	30	0	41	0	30	0	41	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	4, 8								
		1	2	3	4				
Ring Split Ext		0	0	0	0				
Ring Displacement		0	0	0	0				
Split Demand		0	0	Xartery Pattern				0	

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0					
Use Split Pattern	8								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases									
		1	2	3	4				
Ring Split Ext		0	0	0	0				
Ring Displacement		0	0	0	0				
Split Demand		0	0	Xartery Pattern				0	

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		0				
Use Split Pattern	9							
Cycle Time	120							
Offset Val	7							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	29	41	0	50	0	41	0	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		0				
Use Split Pattern	10							
Cycle Time	94							
Offset Val	12							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	29	27	0	38	0	27	0	38
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		0				
Use Split Pattern	13							
Cycle Time	90	STD (COS)						
Offset Val	22	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	29	27	0	34	0	27	0	34
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7	8
Action	13	10	1	7	9	4	10	13
Hour	0	4	6	9	11	14	18	22
Minute	0	0	0	0	30	30	30	30

Day Plan 2

Event	1	2	3
Action	13	10	13
Hour	0	4	22
Minute	0	0	30

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	4 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	4 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	NONE	11	NONE
Pretimed Phases	NONE	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	1	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	4 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	0	2	0	2	0	2	0	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	0	.	NONE	Auto	.	NONE	
2	2	Vehicle	NONE	Auto	Red	NONE	
3	0	.	NONE	Auto	.	NONE	
4	4	Vehicle	NONE	Auto	Red	TOGETHER	
5	0	.	NONE	Auto	.	NONE	
6	6	Vehicle	NONE	Auto	Red	NONE	
7	0	.	NONE	Auto	.	NONE	
8	8	Vehicle	NONE	Auto	Red	TOGETHER	
9	1	Overlap	NONE	Auto	Red	NONE	
10	2	Overlap	NONE	Auto	Red	NONE	
11	0	.	NONE	Auto	.	NONE	
12	1	Pedestrian	NONE	Auto	.	NONE	
13	1	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	8	22
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	8	21
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Vehicle Overlaps

Vehicle Overlap	A	B
Included Phases	4 6	8
Protect	None	None
Modifier Phases	None	None
Pedestrian Protect	None	None
Not Overlap	None	None
Trailing	4 6	8
Lead	None	None
Trail Green	5.0	5.0
Trail Yellow	3.6	3.6
Trail Red	2.1	1.0
Advance Green	0.0	0.0
Minimum Green	0	0

Vehicle Detector Plan 1

Detector	9	10	13	14	15	17
Assigned	2	2	4	4	4	6
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	Yes	Yes	Yes	Yes	Yes	Yes
Passage Option	Yes	Yes	Yes	Yes	Yes	Yes
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

Detector	18	21	22	23	45	46
Assigned	6	8	8	8	4	4
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	Yes	Yes	Yes	Yes	Yes	Yes
Passage Option	Yes	Yes	Yes	Yes	Yes	Yes
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

Vehicle Detector Plan 1

Detector	47	48	53	54	55	56
Assigned	4	4	8	8	8	8
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	Yes	Yes	Yes	Yes	Yes	Yes
Passage Option	Yes	Yes	Yes	Yes	Yes	Yes
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	2	0	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
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City of Phoenix
Traffic Signals Section

Intersection:	HIGHLAND @ 7 ST		
Controller ID:	38.2	Channel:	512
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager	18.2.1		
	Drop	7	

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	15	5	0	0	0	8	4	0	0	0	0	0
Walk	8	8	0	0	0	8	0	0	0	0	0	0
Ped Clear	8	14	0	0	0	14	0	0	0	0	0	0
Yellow Change	3.6	3.6	3.0	3.0	3.0	3.6	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.8	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	1.0	3.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	35	50	0	0	0	12	0	0	0	0	0	0
Maximum2	45	15	0	0	0	20	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
Option Data/Flash Data*	EP, ENTRF, NAL, NLD, EP, RIW	EP, EXITRF, NLD, DEP	NLD	NLD	NLD	EP, EXITRF, NLD, DEP	NLD	NLD	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLD - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	50	30	0	0	0	25	0	0
Passage 2 (VEH EXT2)	10	40	0	0	0	30	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	2	4	7	10	11
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1	1	1
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	120	100	94	120
Match	0	0	0	0	0	0
Offset Time	90	36	47	3	60	0
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	13
Alt Sequence	NONE
Coord Phase	1
Cross Phase	0
Cycle Time	90
Match	0
Offset Time	0
Pedestrian Call	NONE
Phase Omit	NONE
Phase Reserv	false
Spare	0
Spl Dmd Ptn1	0
Spl Dmd Ptn2	0
Split Ext1	0
Split Ext2	0
Veh Perm1	2
Veh Perm2	0
Veh Perm Disp	0
Vehicle Call	NONE
Max Veh Call	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	70	50	0	0	0	40	0	0	0	0	0	0
PATTERN 2	80	40	0	0	0	0	0	0	0	0	0	0
PATTERN 4	67	53	0	0	0	53	0	0	0	0	0	0
PATTERN 7	65	35	0	0	0	35	0	0	0	0	0	0
PATTERN 10	64	30	0	0	0	30	0	0	0	0	0	0
PATTERN 11	67	53	0	0	0	53	0	0	0	0	0	0
PATTERN 13	45	45	0	0	0	45	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	8
Day Prgm	1	1	1	1	1	1	1	1
Start Time	00:00	04:00	06:00	09:00	11:30	14:30	18:30	22:30
Coord Ptn	13	10	1	7	11	4	10	13
Override	false	false	false	false	false	false	false	false

Step Num	11	12	13
Day Prgm	2	2	2
Start Time	00:00	04:00	22:30
Coord Ptn	13	10	13
Override	false	false	false

TOD Data

TOD Step	1	2	3	6	7	8
Day Prgm Num	1	1	1	2	2	2
Start Time	00:00	04:00	22:30	00:00	04:00	22:30
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	2	NONE	2	2	NONE	2
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

****Special Function Options**

4 - CNA1

5 - Walk Rest

7-Pre timed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	2
Alarms	NONE
Call Phase	2
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:

NAF - No Activity Fault

EOF - Erratic Output Fault

CF - Configuration Fault

MPF - Max Presence Fault

CF - Communications Fault

OF - Other Fault

Options:

VD - Volume Det

RLC - Red Lock Call

Q - Queue

OD - Occupancy Det

P - Passage

C - Call

YLK- Yellow Lock Call

AI - Added Initial

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	30							

Notes

Intersection: Highland & 7 St ID#: 38 Date Signalized: 12/17/1965 Timing Install Date: 00/00/0000 Time: 00:00 Record# 04

Ring Structure:

1 | 2
| 6

Intersection Dimensions:

NORTH LEG - 64 FT
EAST LEG - 34 FT
SOUTH LEG - 64 FT
WEST LEG - 46 FT

Phasing:

PHASE 1 - NORTH/SOUTH
PHASE 2 - EAST/WEST
PHASE 6 - GHOST PHASE. NO FIELD OUTPUTS.

I/S Information:

MAIN STREET IS N/S (7 ST), PHASE 1. FLASH: N/S YELLOW, E/W RED.
PHASE 6 IS A GHOST PHASE.

Special Programming:

DO NOT MAX INHIBIT. PED RECYCLE ALL HOURS. DUAL ENTRY PHASES 2/6.
PHASE 6 SETTINGS: RECALL: NL, DETECTION: PRES. E/W DETECTION CALLS BOTH 2/6.

Special Recall Programming:


FOR THE LOSS OF THE E-N OR W-S LANE DETECTION USE 8 SECS MIN RECALL AND MAX RECALL
PHASE 8: 0555-1830 M-F.

RECORD 04:

04-changed timing sheet and printout to new format.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection:	CAMELBACK @ 7 ST					 City of Phoenix Traffic Signals Section
Controller ID:	31.2	Channel:	552	Drop:	1	
System:	TransCore TransSuite TCS					
Controller Type:	Econolite Cobalt 32.65					
TransCore Unified Controller Manager 18.2.1						

Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	5	15	5	15	8	15	5	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	14	0	14	0	14	0	14	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	2.0	1.0	2.0	1.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	35	20	37	20	35	20	37	0	0	0	0	0	0	0	0
Max 2	50	53	15	46	50	53	40	46	0	0	0	0	0	0	0	0
Max 3	10	50	10	55	12	55	10	55	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.3	1.0	1.3	1.0	1.3	1.0	1.3	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	2	System Override		No												
Timing Plan	0	Sequence		0												
Vehicle Detector	0	Detector Log		NONE												
Flash	No	Red Rest		No												
Veh Det Diag Plan	0	Ped Det Diag Plan		0												
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)3

Pattern	3				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	5				System Override				No											
Timing Plan	1				Sequence				1											
Vehicle Detector	1				Detector Log				NONE											
Flash	No				Red Rest				No											
Veh Det Diag Plan	1				Ped Det Diag Plan				1											
Dimming Enable	No																			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh										

Action Plan (MM-5-2)6

Pattern	6				System Override				No											
Timing Plan	1				Sequence				1											
Vehicle Detector	1				Detector Log				NONE											
Flash	No				Red Rest				No											
Veh Det Diag Plan	1				Ped Det Diag Plan				1											
Dimming Enable	No																			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh										

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)8

Pattern	8			System Override	No											
Timing Plan	0			Sequence	0											
Vehicle Detector	0			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)9

Pattern	9				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)16

Pattern	16				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)18

Pattern	18				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)19

Pattern	19				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)24

Pattern	24				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)25

Pattern	6				System Override				No											
Timing Plan	1				Sequence				1											
Vehicle Detector	1				Detector Log				NONE											
Flash	No				Red Rest				No											
Veh Det Diag Plan	1				Ped Det Diag Plan				1											
Dimming Enable	No																			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh										

Action Plan (MM-5-2)26

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)27

Pattern	9				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)31

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)32

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)33

Pattern	7				System Override				No											
Timing Plan	1				Sequence				1											
Vehicle Detector	1				Detector Log				NONE											
Flash	No				Red Rest				No											
Veh Det Diag Plan	1				Ped Det Diag Plan				1											
Dimming Enable	No																			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh										

Action Plan (MM-5-2)34

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)41

Pattern	41				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)99

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	26							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	46	0	61	13	46	0	61
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		0				
Use Split Pattern	2							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		150				
Use Split Pattern	3							
Cycle Time	150							
Offset Val	102							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	67	0	70	13	67	0	70
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120				
Use Split Pattern	4							
Cycle Time	120							
Offset Val	86							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	50	13	44	13	50	16	41
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		0					
Use Split Pattern	5								
Cycle Time	150								
Offset Val	101								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	13	75	13	49	13	75	13	49	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
		1	2	3	4				
Ring Split Ext		0	0	0	0				
Ring Displacement		0	0	0	0				
Split Demand		0	0	Xartery Pattern				0	

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		150					
Use Split Pattern	6								
Cycle Time	150								
Offset Val	101								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	13	75	0	62	13	75	0	62	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
		1	2	3	4				
Ring Split Ext		0	0	0	0				
Ring Displacement		0	0	0	0				
Split Demand		0	0	Xartery Pattern				0	

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		110					
Use Split Pattern	7								
Cycle Time	110								
Offset Val	69								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	15	40	15	40	15	40	15	40	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern		0		

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0					
Use Split Pattern	8								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern		0		

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		120				
Use Split Pattern	9							
Cycle Time	120							
Offset Val	68							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	54	17	36	13	54	16	37
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94				
Use Split Pattern	10							
Cycle Time	94							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	36	12	34	12	36	12	34
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90				
Use Split Pattern	13							
Cycle Time	90							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	33	12	33	12	33	12	33
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		0				
Use Split Pattern	16							
Cycle Time	150							
Offset Val	110							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	16	44	12	78	16	44	12	78
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 18 ()

Coordination Data		Split Sum		120				
Use Split Pattern	18							
Cycle Time	120							
Offset Val	45							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	48	12	45	18	45	12	45
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 19 ()

Coordination Data		Split Sum		120				
Use Split Pattern	19							
Cycle Time	120							
Offset Val	60							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	16	42	20	42	16	42	20	42
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 24 ()

Coordination Data		Split Sum		120				
Use Split Pattern	24							
Cycle Time	120							
Offset Val	16							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	57	0	50	13	57	0	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 41 ()

Coordination Data		Split Sum		150				
Use Split Pattern	41							
Cycle Time	150							
Offset Val	100							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	18	77	0	55	18	77	0	55
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 42 ()

Coordination Data		Split Sum		150					
Use Split Pattern	42								
Cycle Time	150								
Offset Val	68								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	17	80	17	36	17	80	16	37	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
Ring Split Ext	1		2		3		4		
Ring Displacement	0		0		0		0		
Split Demand	0		0		Xartery Pattern		0		

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7	8	9	10
Action	13	10	1	7	9	4	24	4	10	13
Hour	0	4	5	9	11	14	15	18	18	22
Minute	0	0	55	0	30	30	55	5	30	30

Day Plan 2

Event	1	2	3
Action	13	7	13
Hour	0	6	21
Minute	0	0	0

Day Plan 10

Event	1
Action	4
Hour	0
Minute	0

Day Plan 11

Event	1	2	3	4	5	6	7	8	9	10
Action	13	10	1	7	9	4	24	4	10	31
Hour	0	4	5	9	11	14	15	18	18	19
Minute	0	0	55	0	30	30	55	5	30	0

Event	11
Action	32
Hour	22
Minute	30

Day Plan 12

Event	1	2	3	4	5	6	7	8	9	10
Action	32	31	1	7	9	4	24	4	10	31
Hour	0	4	6	9	11	14	15	18	18	19
Minute	0	0	0	0	30	30	55	5	30	0

Event	11
Action	32
Hour	22
Minute	30

Day Plan 13

Event	1	2	3	4	5	6	7	8	9	10
Action	32	31	1	7	9	4	24	4	10	13
Hour	0	4	6	9	11	14	15	18	18	22
Minute	0	0	0	0	30	30	55	5	30	30

Day Plan 14

Event	1	2	3	4
Action	32	7	33	32
Hour	0	6	19	21
Minute	0	0	0	0

Day Plans

Day Plan 15

Event	1	2	3	4	5	6	7	8	9	10
Action	34	33	1	7	9	4	24	4	10	33
Hour	0	4	6	9	11	14	15	18	18	19
Minute	0	0	0	0	30	30	55	5	30	0
Event	11									
Action	34									
Hour	22									
Minute	30									

Day Plan 16

Event	1	2	3	4	5	6	7	8	9	10
Action	34	33	1	7	9	4	24	4	10	13
Hour	0	4	6	9	11	14	15	18	18	22
Minute	0	0	0	0	30	30	55	5	30	30

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed
Month	7	7	7	7	7	7	7	7	7	7	0	0
DOM Or DOW	16	17	18	19	20	21	22	23	24	25	0	0
WOM Or Year	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	0	0
Day Plan	11	12	12	12	14	14	12	12	12	13	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE FREEINPUTENABLES	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	DAHLC	Auto	Red	NONE	
2	2	Vehicle	DAHLC	Auto	Red	NONE	
3	3	Vehicle	DAHLC	Auto	Red	NONE	
4	4	Vehicle	DAHLC	Auto	Red	NONE	
5	5	Vehicle	DAHLC	Auto	Red	NONE	
6	6	Vehicle	DAHLC	Auto	Red	NONE	
7	7	Vehicle	DAHLC	Auto	Red	NONE	
8	8	Vehicle	DAHLC	Auto	Red	NONE	
9	0	.	DAHLC	Auto	.	NONE	
10	0	.	DAHLC	Auto	.	NONE	
11	0	.	DAHLC	Auto	.	NONE	
12	0	.	DAHLC	Auto	.	NONE	
13	2	Pedestrian	DAHLC	Auto	.	NONE	
14	4	Pedestrian	DAHLC	Auto	.	NONE	
15	6	Pedestrian	DAHLC	Auto	.	NONE	
16	8	Pedestrian	DAHLC	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	3	161
Address Mask	255	255	0	0
FTP Server	0	0	0	0
Default Gateway	10	225	0	2
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Preemptor 3

Enable	Yes			
Control	Preempt Override			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	0	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 4

Enable	Yes			
Control	Preempt Override			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	0	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	2 6			
Exit Calls	2 6			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 5

Enable	Yes			
Control	Preempt Override			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	0	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 6

Enable	Yes			
Control	Preempt Override			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	0	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	2 6			
Exit Calls	2 6			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Vehicle Detector Plan 1

Detector	1	2	3	4	5	6
Assigned	1	1	3	3	5	5
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	No	No	No	No	No	No
Passage Option	Yes	No	Yes	No	Yes	No
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

Detector	8
Assigned	7
Switch Phase	0
Extend Time	0.0
Delay Time	0.0
Queue Limit	0
Fail Time	255
Fail Call Delay	0
Yellow Lock	No
Added Option	No
Call Option	Yes
Passage Option	Yes
Queue Option	No
NTCIP	No
NTCIP Volume	No
ECPI Log	No
Red Lock	No
Called Phases	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
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Notes

Intersection: Camelback & 7 St ID#: 31 Date Signalized: 05/01/1959 Timing Install Date: 08/16/2017 Time: 12:43 hrs Record# 8

Ring Structure:

1 2 | 3 4
5 6 | 7 8

Intersection Measurements:

NORTH LEG - W: 64 FT
EAST LEG - W: 64 FT
SOUTH LEG - W: 64 FT
WEST LEG - W: 64 FT

Measurements for FDW and WLK times: Use 4.0 ft p/sec for FDW.

N/S LEGS - FDW: 75 FT, WLK: 81 FT
E/W LEGS - FDW: 69 FT, WLK: 75 FT

Phasing:

PHASE 1 - EAST TO NORTH, 3-Car:P/P	PHASE 5 - WEST TO SOUTH, 3-Car:P/P
PHASE 2 - WESTBOUND	PHASE 6 - EASTBOUND
PHASE 3 - SOUTH TO EAST, 3-Car:P/P	PHASE 7 - NORTH TO WEST, 3-Car:P/P
PHASE 4 - NORTHBOUND	PHASE 8 - SOUTHBOUND

I/S Information:

MAIN STREET IS E/W (CAMELBACK), PHASES 2/6. FLASH: ALL RED.

Special Programming:

DO NOT MAX INHIBIT.
COORD TRANSITION MODE: ADD-ONLY.

Special Recall Programming:

NONE.

EVP and Strobecom Settings: Install Date: 07/27/2007

WESTBOUND - PREEMPTOR 3

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 1389

NORTHBOUND - PREEMPTOR 4

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 1389

EASTBOUND - PREEMPTOR 5

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 1389

SOUTHBOUND - PREEMPTOR 6

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 1389

Detector/Confirmation Light Locations:

WB DETECTOR - ON WB MASTARM BESIDE OUTSIDE HEAD.

WB LIGHT - ON WB MASTARM BESIDE OUTSIDE HEAD.

EB DETECTOR - ON EB MASTARM BESIDE OUTSIDE HEAD.

EB LIGHT - ON EB MASTARM BESIDE OUTSIDE HEAD.

NB DETECTOR - ON NB MASTARM HALFWAY BETWEEN HEADS.

NB LIGHT - ON NB MASTARM HALFWAY BETWEEN HEADS.

SB DETECTOR - ON SB MASTARM BESIDE OUTSIDE HEAD ON RISER TO CLEAR SIGNS.

SB LIGHT - ON SB MASTARM BESIDE OUTSIDE HEAD ON RISER TO CLEAR SIGNS.

NOTE: DUE TO ARROW OMITTS PREEMPT UNABLE TO EXIT TO NORTH-SOUTH ARROW PHASES.

RECORD 8:

8-changed controller to an ASC/3 controller.

Other information and equipment installed at I/S:

Camera: SWC Radio: NWC Fiber: EVP: X Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection:	MISSOURI @ 7 ST				
Controller ID:	19.2	Channel:	552	Drop:	15
System:	TransCore TransSuite TCS				
Controller Type:	Econolite Cobalt 32.65				
TransCore Unified Controller Manager 18.2.1					



Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	5	15	0	15	8	15	0	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	14	0	11	0	14	0	11	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	2.0	0.0	1.0	2.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	3.0	0.0	1.0	3.0	3.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	30	0	30	20	30	0	30	0	0	0	0	0	0	0	0
Max 2	10	40	0	40	10	40	0	40	0	0	0	0	0	0	0	0
Max 3	12	50	0	50	12	50	0	50	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.6	3.0	4.0	3.0	3.6	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.3	0.0	1.1	1.0	1.3	0.0	1.1	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)12

Pattern	12				System Override				No											
Timing Plan	1				Sequence				1											
Vehicle Detector	1				Detector Log				NONE											
Flash	No				Red Rest				No											
Veh Det Diag Plan	1				Ped Det Diag Plan				1											
Dimming Enable	No																			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh				
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh										

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)16

Pattern	16				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)18

Pattern	18				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)99

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	18	44	0	58	18	44	0	58
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		0				
Use Split Pattern	2							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		0					
Use Split Pattern	3								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120					
Use Split Pattern	4								
Cycle Time	120								
Offset Val	115								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	18	48	0	54	18	48	0	54	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	4, 8								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		0					
Use Split Pattern	5								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0					
Use Split Pattern	6								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		100				
Use Split Pattern	7							
Cycle Time	100	STD (COS)						
Offset Val	27	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	18	32	0	50	18	32	0	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0				
Use Split Pattern	8							
Cycle Time	0	STD (COS)						
Offset Val	0	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94				
Use Split Pattern	10							
Cycle Time	94							
Offset Val	20							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	16	30	0	48	16	30	0	48
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern	0		

Coordination Parameter Data - 12 ()

Coordination Data		Split Sum		120				
Use Split Pattern	12							
Cycle Time	120							
Offset Val	65							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	44	0	64	12	44	0	64
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern	0		

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90				
Use Split Pattern	13							
Cycle Time	90							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	33	0	45	12	33	0	45
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		0				
Use Split Pattern	16							
Cycle Time	150							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	50	0	80	20	50	0	80
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7
Action	13	1	7	7	4	10	13
Hour	0	6	9	11	14	18	22
Minute	0	0	0	30	30	30	30

Day Plan 2

Event	1	2	3
Action	13	7	13
Hour	0	8	21
Minute	0	0	0

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	5	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	NONE	
3	0	.	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	NONE	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	NONE	
7	0	.	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	NONE	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	12	226
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	12	225
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Vehicle Detector Plan 1

Detector	1	2	5	6
Assigned	1	1	5	5
Switch Phase	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0
Fail Time	255	255	255	255
Fail Call Delay	0	0	0	0
Yellow Lock	No	No	No	No
Added Option	No	No	No	No
Call Option	No	No	No	No
Passage Option	Yes	No	Yes	No
Queue Option	No	No	No	No
NTCIP	No	No	No	No
NTCIP Volume	No	No	No	No
ECPI Log	No	No	No	No
Red Lock	No	No	No	No
Called Phases	None	None	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
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Notes

Intersection: Missouri & 7 St ID#: 19 Date Signalized: 11/05/1959 Timing Install Date: 10/31/2017 Time: 12:45 hrs Record# 06

Ring Structure:

1 2 | 4
5 6 | 8

Intersection Measurements:

NORTH LEG - W: 64 FT
EAST LEG - W: 54 FT
SOUTH LEG - W: 64 FT
WEST LEG - W: 54 FT

Measurements for FDW and WLK times: Use 4.0 ft p/sec for FDW.

N/S LEGS - FDW: 63 FT, WLK: 69 FT
E/W LEGS - FDW: 72 FT, WLK: 78 FT

Phasing:

PHASE 1 - E-N LT, 3-Car:P/P
PHASE 2 - WB, N-LEG PED
PHASE 4 - NB, E-LEG PED

PHASE 5 - W-S LT, 3-Car:P/P
PHASE 6 - EB, S-LEG PED
PHASE 8 - SB, W-LEG PED

I/S Information:

MAIN STREET IS N/S (7 ST), PHASES 4/8. FLASH: ALL RED.

Special Programming:

DO NOT MAX INHIBIT. PRETIMED ALL HOURS.
COORD TRANSITION MODE: ADD-ONLY.

Special Recall Programming:

NONE.

RECORD 06:

06-updated min green times and changed cotroller to a Cobalt.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection:	BETHANY HOME @ 7 ST				
Controller ID:	10.2	Channel:	557	Drop:	16
System:	TransCore TransSuite TCS				
Controller Type:	Econolite Cobalt 32.65				
TransCore Unified Controller Manager 18.2.1					



Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	5	15	5	15	5	15	5	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	9	0	8	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	17	0	14	0	17	0	14	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	30	15	30	15	30	15	30	0	0	0	0	0	0	0	0
Max 2	10	40	10	40	10	40	10	40	0	0	0	0	0	0	0	0
Max 3	20	50	20	50	20	50	20	50	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.1	1.3	1.0	1.1	2.1	1.3	1.0	1.1	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	2				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)3

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	5				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)6

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)8

Pattern	0				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)9

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)11

Pattern	11				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)14

Pattern	14				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)17

Pattern	17				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)24

Pattern	4			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)25

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	X	.	.	.	X	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)34

Pattern	34				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)42

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	91							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	42	0	63	15	42	0	63
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		0				
Use Split Pattern	2							
Cycle Time	120							
Offset Val	60							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	14	44	0	62	14	44	0	62
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		0					
Use Split Pattern	3								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120					
Use Split Pattern	4								
Cycle Time	120								
Offset Val	10								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	15	49	15	41	15	49	15	41	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		0					
Use Split Pattern	5								
Cycle Time	150								
Offset Val	47								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	15	56	13	66	15	56	13	66	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	4, 8								
	1		2		3		4		
Ring Split Ext	0		0		0		0		
Ring Displacement	0		0		0		0		
Split Demand	0		0		Xartery Pattern		0		

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0					
Use Split Pattern	6								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases									
	1		2		3		4		
Ring Split Ext	0		0		0		0		
Ring Displacement	0		0		0		0		
Split Demand	0		0		Xartery Pattern		0		

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		100				
Use Split Pattern	7							
Cycle Time	100							
Offset Val	45							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	35	14	36	15	35	12	38
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0				
Use Split Pattern	8							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		0					
Use Split Pattern	9								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern				

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94					
Use Split Pattern	10								
Cycle Time	94								
Offset Val	20								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	14	32	15	33	14	32	13	35	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern				

Coordination Parameter Data - 11 (AM TSOP)

Coordination Data		Split Sum		0					
Use Split Pattern	1								
Cycle Time	120								
Offset Val	1								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	13	39	0	68	12	40	0	68	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	4, 8								
		1	2	3	4				
Ring Split Ext		0	0	0	0				
Ring Displacement		0	0	0	0				
Split Demand		0	0	Xartery Pattern				0	

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90					
Use Split Pattern	13								
Cycle Time	90								
Offset Val	34								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	14	31	13	32	14	31	13	32	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
		1	2	3	4				
Ring Split Ext		0	0	0	0				
Ring Displacement		0	0	0	0				
Split Demand		0	0	Xartery Pattern				0	

Coordination Parameter Data - 14 (PM TSOP)

Coordination Data		Split Sum		120				
Use Split Pattern	14							
Cycle Time	120							
Offset Val	92							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	44	13	50	12	45	13	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		150				
Use Split Pattern	16							
Cycle Time	150							
Offset Val	22							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	50	20	60	20	50	20	60
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 17 (Mid day TSOP)

Coordination Data		Split Sum		120				
Use Split Pattern	17							
Cycle Time	120							
Offset Val	51							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	39	12	56	12	40	12	56
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 34 (PM TSOP Phases 3&7 omitted for Reverse Lane)

Coordination Data		Split Sum		120				
Use Split Pattern	34							
Cycle Time	120							
Offset Val	78							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	44	0	63	12	45	0	63
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7	8
Action	13	11	17	14	34	4	10	13
Hour	0	5	9	14	15	18	18	22
Minute	0	55	5	0	55	5	30	30

Day Plan 2

Event	1	2	3
Action	13	7	13
Hour	0	8	21
Minute	0	0	0

Day Plan 11

Event	1	2	3	4	5	6	7	8	9
Action	13	1	25	7	4	24	4	10	13
Hour	0	5	9	13	14	15	18	18	22
Minute	0	55	5	0	30	55	5	30	30

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	5	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	6	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	2019	0	0	0	0	0	0	0	0	0	0	0
Day Plan	11	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 6	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE FREEINPUTENABLES	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	2	2	2	2	2	2	2	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	TOGETHER	
3	3	Vehicle	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	NONE	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	TOGETHER	
7	7	Vehicle	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	NONE	
9	1	Overlap	NONE	Auto	Red	NONE	
10	0	.	NONE	Auto	.	NONE	
11	3	Overlap	NONE	Auto	Red	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	12	214
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	12	213
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Vehicle Overlaps

Vehicle Overlap	A
Included Phases	1
Protect	None
Modifier Phases	None
Pedestrian Protect	None
Not Overlap	None
Trailing	None
Lead	None
Trail Green	0.0
Trail Yellow	0.0
Trail Red	0.0
Advance Green	0.0
Minimum Green	0

Vehicle Detector Plan 1

Detector	1	2	3	4	5	6
Assigned	1	1	3	3	5	5
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	Yes	Yes	No	No	Yes	Yes
Passage Option	Yes	Yes	Yes	No	Yes	Yes
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

Detector	7	8	9	10	13	14
Assigned	7	7	2	2	4	4
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	No	No	Yes	Yes	Yes	Yes
Passage Option	Yes	No	Yes	Yes	Yes	Yes
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

Vehicle Detector Plan 1

Detector	15	17	18	19	21	22
Assigned	4	6	6	6	8	8
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	Yes	Yes	Yes	Yes	Yes	Yes
Passage Option	Yes	Yes	Yes	Yes	Yes	Yes
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
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City of Phoenix
Traffic Signals Section

Intersection: ROSE LANE @ 7 ST	
Controller ID: 3.2	Channel: 522
System: TransCore TransSuite TCS	
Controller Type: Econolite ASC/2	
TransCore Unified Controller Manager 18.2.1	
Drop	15

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	15	15	0	0	0	0	0	0	0	0	0	0
Walk	8	8	0	0	0	0	0	0	0	0	0	0
Ped Clear	6	14	0	0	0	0	0	0	0	0	0	0
Yellow Change	4.0	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	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	27	50	0	0	0	0	0	0	0	0	0	0
Maximum2	40	15	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
Option Data/Flash Data*	EP, ENTRF, NAL, NLD, RIW	EP, EXITRF, NLD, MINVR	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	50	20	0	0	0	0	0	0
Passage 2 (VEH EXT2)	10	30	0	0	0	0	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	4	7	10	13
Alt Sequence	NONE	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1	1
Cross Phase	0	0	0	0	0
Cycle Time	120	120	100	94	90
Match	0	0	0	0	0
Offset Time	114	103	42	20	40
Pedestrian Call	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false
Spare	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0
Split Ext1	0	0	0	0	0
Split Ext2	0	0	0	0	0
Veh Perm1	2	2	2	2	2
Veh Perm2	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	30	30	0	0	0	0	0	0	0	0	0	0
PATTERN 4	65	55	0	0	0	0	0	0	0	0	0	0
PATTERN 7	70	30	0	0	0	0	0	0	0	0	0	0
PATTERN 10	64	30	0	0	0	0	0	0	0	0	0	0
PATTERN 13	45	45	0	0	0	0	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	11	12
Day Prgm	1	1	1	1	1	1	2	2
Start Time	00:00	06:00	09:00	14:30	18:30	22:30	00:00	08:00
Coord Ptn	13	1	7	1	10	13	13	10
Override	false	false	false	false	false	false	false	false

Step Num	13
Day Prgm	2
Start Time	21:00
Coord Ptn	13
Override	false

TOD Data

TOD Step	1	2	3	6	7	8
Day Prgm Num	1	1	1	2	2	2
Start Time	00:00	06:00	22:30	00:00	08:00	21:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	2	NONE	2	2	NONE	2
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

****Special Function Options**

4 - CNA1

5 - Walk Rest

7-Pretimed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2
Alarms	NONE	NONE
Call Phase	2	2
Delay	0.0	0.0
Erratic Counts	0	0
Extend	0.0	0.0
Fail Time	0	0
Max Presence	0	0
No Activity	0	0
Options	P	P
Queue Limit	0	0
Report Alarms	0	0
Reset	0	0
Switch Phase	0	0

Alarms:

NAF - No Activity Fault

MPF - Max Presence Fault

EOF - Erratic Output Fault

CF - Communications Fault

CF - Configuration Fault

OF - Other Fault

Options:

VD - Volume Det

OD - Occupancy Det

YLK- Yellow Lock Call

RLC - Red Lock Call

P - Passage

AI - Added Initial

Q - Queue

C - Call

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	90							

Notes

Intersection: Rose Ln & 7 St ID#: 3 Date Signalized: 05/0/1959 Timing Install Date: 3/5/2018 Time: 15:06 Record# 05

Ring Structure:

1 | 2

Intersection Measurements:

NORTH LEG - W: 64 FT
EAST LEG - W: 35 FT
SOUTH LEG - W: 64 FT
WEST LEG - W: 40 FT

Measurements for FDW and WLK times: Use 4.0 ft p/sec for FDW.

N/S LEGS - FDW: 45 FT, WLK: 51 FT
E/W LEGS - FDW: 73 FT, WLK: 79 FT

Phasing:

PHASE 1 - NB/SB, E/W-LEG PEDS.
PHASE 2 - WB/EB, N/S-LEG PEDS.

I/S Information:

MAIN STREET IS N/S (7 ST), PHASE 1. FLASH: N/S YELLOW, E/W RED.

Special Programming:

DO NOT MAX INHIBIT. PED RECYCLE ALL HOURS.
COORD TRANSITION MODE: SMOOTH.
CALL MAX 2 PHASE 2 FOR ALL DIAL 4 TIMES.

Special Recall Programming:

DURING ANY RECALL OF PHASE 2 CALL DIAL 1 FOR ALL DIAL 4 TIMES.

RECORD 04:

04-updated min grn & ped times, removed unneeded patterns.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection:	MARYLAND @ 7 ST				
Controller ID:	2.2	Channel:	522	Drop:	12
System:	TransCore TransSuite TCS				
Controller Type:	Econolite ASC/3				
TransCore Unified Controller Manager 18.2.1					



Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	6	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	14	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	0.0	2.0	0.0	1.0	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 Extension 2	0.0	3.0	0.0	1.0	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 1	0	45	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	15	0	40	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	20	0	50	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.6	3.0	4.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	1.3	0.0	1.0	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	2					System Override	No										
Timing Plan	1					Sequence	1										
Vehicle Detector	1					Detector Log	NONE										
Flash	No					Red Rest	No										
Veh Det Diag Plan	1					Ped Det Diag Plan	1										
Dimming Enable	No																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh							

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)5

Pattern	5				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)12

Pattern	12				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Ena
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)24

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Ena
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)25

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Ena
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)26

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Ena
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)27

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Ena
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)28

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Ena
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)100

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	41							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	38	0	82	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120				
Use Split Pattern	4							
Cycle Time	120							
Offset Val	99							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	55	0	65	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		100				
Use Split Pattern	7							
Cycle Time	100							
Offset Val	15							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	30	0	70	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94				
Use Split Pattern	10							
Cycle Time	94							
Offset Val	52							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	30	0	64	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 12 ()

Coordination Data		Split Sum		94				
Use Split Pattern	12							
Cycle Time	94							
Offset Val	10							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	30	0	64	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90				
Use Split Pattern	13							
Cycle Time	90							
Offset Val	20							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	45	0	45	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7
Action	13	1	1	7	4	10	13
Hour	0	6	7	9	14	18	22
Minute	0	0	30	0	30	30	0

Day Plan 2

Event	1	2	3	4	5
Action	13	10	12	10	13
Hour	0	6	7	20	22
Minute	0	0	0	0	0

Day Plan 3

Event	1	2	3
Action	13	10	13
Hour	0	5	22
Minute	0	0	0

Day Plan 4

Event	1	2	3	4	5	6
Action	13	1	1	7	4	12
Hour	0	6	7	9	14	18
Minute	0	0	30	0	50	30

Day Plan 13

Event	1	2	3	4	5	6	7
Action	28	27	24	26	25	27	28
Hour	0	6	7	9	14	18	22
Minute	0	0	30	0	50	30	0

Day Plan 14

Event	1	2	3	4	5	6
Action	28	27	24	27	25	12
Hour	0	6	7	8	14	18
Minute	0	0	30	0	50	30

Day Plan 15

Event	1	2	3	4	5
Action	28	27	12	27	28
Hour	0	6	7	20	22
Minute	0	0	0	0	0

Day Plan 16

Event	1	2	3
Action	28	27	28
Hour	0	5	22
Minute	0	0	0

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	3
Day Plan	3
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	4
Day Plan	4
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	11
Day Plan	15
Month	APR
Day DOW	SAT
Day DOM	20
Schedule Number	12
Day Plan	16
Month	APR
Day DOW	SUN
Day DOM	21
Schedule Number	13
Day Plan	13
Month	APR
Day DOW	THU
Day DOM	25
Schedule Number	14
Day Plan	14
Month	APR
Day DOW	FRI
Day DOM	26
Schedule Number	15
Day Plan	15
Month	JUN
Day DOW	SAT
Day DOM	8

Time Base Schedule

Schedule Number	16
Day Plan	16
Month	JUN
Day DOW	SUN
Day DOM	9
Schedule Number	17
Day Plan	13
Month	JUN
Day DOW	MON
Day DOM	10
Schedule Number	18
Day Plan	16
Month	SEP
Day DOW	SUN
Day DOM	29
Schedule Number	19
Day Plan	13
Month	SEP
Day DOW	MON
Day DOM	30
Schedule Number	20
Day Plan	13
Month	OCT
Day DOW	TUE
Day DOM	1
Schedule Number	21
Day Plan	16
Month	OCT
Day DOW	SUN
Day DOM	13
Schedule Number	22
Day Plan	13
Month	OCT
Day DOW	MON
Day DOM	14
Schedule Number	23
Day Plan	13
Month	OCT
Day DOW	TUE
Day DOM	15
Schedule Number	24
Day Plan	16
Month	OCT
Day DOW	SUN
Day DOM	20

Time Base Schedule

Schedule Number	25
Day Plan	13
Month	OCT
Day DOW	MON
Day DOM	21
Schedule Number	26
Day Plan	13
Month	OCT
Day DOW	TUE
Day DOM	22

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2.0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	null
NON-ACT I Phases	4	2	null
NON-ACT II Phases	NONE	3	null
Ped Reservice	NONE	4	null
Rest In Walk	4	5	null
Flashing Walk	NONE	6	null
Ped Clear Thru Yellow	NONE	7	null
Ped Clear Thru Red	NONE	8	null
IGrn + Veh Ext	NONE	9	null
		10	null
Pretimed Operation	NONE	11	null
Pretimed Phases	NONE	12	null
		13	null
Immediate Gap Reduction	NONE	14	null
Exclusive Ped Service	NONE	15	null
Simultaneous Gap Disable	NONE	16	null
Timing Plans	0		
Conditional Service Enable	null		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	SMOOTH	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	4	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	0	2	0	2	0	2	0	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	0	.	NONE	Auto	.	NONE	
2	2	Vehicle	NONE	Auto	Red	NONE	
3	0	.	NONE	Auto	.	NONE	
4	4	Vehicle	NONE	Auto	Yellow	TOGETHER	
5	0	.	NONE	Auto	.	NONE	
6	0	.	NONE	Auto	.	NONE	
7	2	Pedestrian	NONE	Auto	.	NONE	
8	4	Pedestrian	NONE	Auto	.	NONE	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	0	.	NONE	Auto	.	NONE	
14	0	.	NONE	Auto	.	NONE	
15	0	.	NONE	Auto	.	NONE	
16	0	.	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	YES	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	13	6
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	13	5
NTCIP UDP Port	50189			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Vehicle Detector Plan 1

Detector	1	2	3	4
Assigned	2	2	2	2
Switch Phase	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0
Fail Time	255	255	255	255
Fail Call Delay	0	0	0	0
Yellow Lock	No	No	No	No
Added Option	No	No	No	No
Call Option	Yes	Yes	Yes	Yes
Passage Option	Yes	Yes	Yes	Yes
Queue Option	No	No	No	No
NTCIP	No	No	No	No
NTCIP Volume	No	No	No	No
ECPI Log	No	No	No	No
Red Lock	No	No	No	No
Called Phases	None	None	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	0	0	0
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Notes

Intersection: Maryland & 7 St ID#: 2 Date Signalized: 10/21/1960 Timing Install Date: 03/20/2019 Time: 16:29 hrs Record# 06

Ring Structure:

2 | 4

Intersection Dimensions:

NORTH LEG - 64 FT

EAST LEG - 40 FT

SOUTH LEG - 64 FT

WEST LEG - 40 FT

Phasing:

PHASE 2 - EAST/WEST

PHASE 4 - NORTH/SOUTH

I/S Information:

MAIN STREET IS N/S (7 ST), PHASE 4. FLASH: N/S YELLOW, E/W RED.

THIS INTERSECTION HAS A SPECIAL TOD OPTION TO PLACE

PED CALLS ON PHASE 2 FROM VEHICLE CALLS ON PHASE 2 DURING JEWISH HOLIDAYS.

Special Programming:

DO NOT MAX INHIBIT.

COORD TRANSITION MODE: SMOOTH.

Special Recall Programming:


DURING ANY RECALL OF PHASE 2 CALL DIAL 1 FOR ALL DIAL 4 TIMES.

RECORD 06:

06-controller software updated to v2.59 and installed 2019 jewish holiday plans.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection:	GLENDALE @ 7 ST					 City of Phoenix Traffic Signals Section
Controller ID:	305.2	Channel:	552	Drop:	8	
System:	TransCore TransSuite TCS					
Controller Type:	Econolite Cobalt 32.65					
TransCore Unified Controller Manager 18.2.1						

Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	5	15	5	15	5	15	5	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	9	0	8	0	9	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	14	0	16	0	14	0	16	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	30	20	30	20	30	20	30	0	0	0	0	0	0	0	0
Max 2	10	40	10	65	10	40	10	65	0	0	0	0	0	0	0	0
Max 3	12	50	12	50	12	50	12	50	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.1	1.0	1.3	1.0	1.1	1.0	1.3	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)3

Pattern	3				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)16

Pattern	16				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)17

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)18

Pattern	18				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)19

Pattern	4			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)20

Pattern	20				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)21

Pattern	18				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)24

Pattern	4	System Override		No												
Timing Plan	1			Sequence												1
Vehicle Detector	1			Detector Log												NONE
Flash	No			Red Rest												No
Veh Det Diag Plan	1			Ped Det Diag Plan												1
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)25

Pattern	18				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)99

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	116							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	14	46	12	48	12	48	11	49
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
Ring Split Ext	1		2		3		4	
	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		135				
Use Split Pattern	2							
Cycle Time	135							
Offset Val	96							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	42	15	63	15	42	15	63
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
Ring Split Ext	1		2		3		4	
	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		150				
Use Split Pattern	3							
Cycle Time	150							
Offset Val	70							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	60	15	55	20	60	15	55
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120				
Use Split Pattern	4							
Cycle Time	120							
Offset Val	54							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	55	12	38	12	58	12	38
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		135				
Use Split Pattern	5							
Cycle Time	135							
Offset Val	98							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	42	15	63	15	42	15	63
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		135				
Use Split Pattern	6							
Cycle Time	135							
Offset Val	14							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	63	15	42	15	63	15	42
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		100				
Use Split Pattern	7							
Cycle Time	100							
Offset Val	16							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	38	12	38	12	38	12	38
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		135				
Use Split Pattern	8							
Cycle Time	135							
Offset Val	98							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	42	15	63	15	42	15	63
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		135				
Use Split Pattern	9							
Cycle Time	135							
Offset Val	98							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	63	15	42	15	63	15	42
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94				
Use Split Pattern	10							
Cycle Time	94							
Offset Val	16							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	14	37	13	30	14	37	13	30
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90				
Use Split Pattern	13							
Cycle Time	90							
Offset Val	32							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	32	13	32	13	32	13	32
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		150				
Use Split Pattern	16							
Cycle Time	150							
Offset Val	60							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	45	20	65	20	45	20	65
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 17 ()

Coordination Data		Split Sum		150				
Use Split Pattern	17							
Cycle Time	150							
Offset Val	60							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	45	35	50	20	45	20	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 18 ()

Coordination Data		Split Sum		150				
Use Split Pattern	18							
Cycle Time	150							
Offset Val	122							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	60	20	50	20	60	20	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 19 ()

Coordination Data		Split Sum		150				
Use Split Pattern	19							
Cycle Time	150							
Offset Val	122							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	65	15	50	20	65	15	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 20 ()

Coordination Data		Split Sum		0				
Use Split Pattern	20							
Cycle Time	150							
Offset Val	122							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	70	0	60	20	70	0	60
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7	8	9
Action	13	1	7	4	18	20	21	7	13
Hour	0	5	9	14	15	15	18	18	22
Minute	0	55	5	30	0	55	5	30	30

Day Plan 2

Event	1	2	3
Action	13	10	13
Hour	0	6	21
Minute	0	0	0

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	1
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	3
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	5
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	7
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE FREEINPUTENABLES	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	STD
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	2	2	2	2	2	2	2	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	TOGETHER	
3	3	Vehicle	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	NONE	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	TOGETHER	
7	7	Vehicle	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	NONE	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	11	86
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	11	85
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Preemptor 3

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 4

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	1 5			
Exit Calls	1 5			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 5

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 6

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	1 5			
Exit Calls	1 5			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Vehicle Detector Plan 1

Detector	1	2	3	4	5	6
Assigned	1	1	3	3	5	5
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	No	No	No	No	Yes	Yes
Passage Option	Yes	No	Yes	No	Yes	No
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

Detector	7	8
Assigned	7	7
Switch Phase	0	0
Extend Time	0.0	0.0
Delay Time	0.0	0.0
Queue Limit	0	0
Fail Time	255	255
Fail Call Delay	0	0
Yellow Lock	No	No
Added Option	No	No
Call Option	Yes	Yes
Passage Option	Yes	No
Queue Option	No	No
NTCIP	No	No
NTCIP Volume	No	No
ECPI Log	No	No
Red Lock	No	No
Called Phases	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
--------------------------------	-------

Notes

Intersection: Glendale & 7 St ID#: 305 Date Signalized: 05/01/1959 Timing Install Date: 10/23/2017 Time: 09:58 hrs Record# 09A

Ring Structure:

1 2 | 3 4
5 6 | 7 8

Intersection Measurements:

NORTH LEG - W: 64 FT
EAST LEG - W: 74 FT
SOUTH LEG - W: 64 FT
WEST LEG - W: 74 FT

Measurements for FDW and WLK times: Use 4.0 ft p/sec for FDW.

N/S LEGS - FDW: 0 FT, WLK: 0 FT
E/W LEGS - FDW: 0 FT, WLK: 0 FT

Phasing:

PHASE 1 - E-N LT, 3-Car:P/P
PHASE 2 - WB, N-LEG PED
PHASE 3 - S-E LT, 3-Car:P/P
PHASE 4 - NB, E-LEG PED

PHASE 5 - W-S LT, 3-Car:P/P
PHASE 6 - EB, S-LEG PED
PHASE 7 - N-W LT, 3-Car:P/P
PHASE 8 - SB, W-LEG PED

I/S Information:

MAIN STREET IS E/W (GLENDALE), PHASES 2/6. FLASH: ALL RED.

Special Programming:

DO NOT MAX INHIBIT.
COORD TRANSITION MODE: ADD-ONLY.

Special Recall Programming:

NONE.

EVP and Strobecom Settings: Install Date: 12/05/2007

WESTBOUND - PREEMPTOR 3: Delay Time: 0 Max Call Time: 120 Extend Time: 2 Activate Distance (feet): 1691

NORTHBOUND - PREEMPTOR 4: Delay Time: 0 Max Call Time: 120 Extend Time: 2 Activate Distance (feet): 1691

EASTBOUND - PREEMPTOR 5: Delay Time: 0 Max Call Time: 120 Extend Time: 2 Activate Distance (feet): 1691

SOUTHBOUND - PREEMPTOR 6: Delay Time: 0 Max Call Time: 120 Extend Time: 2 Activate Distance (feet): 1691

Detector/Confirmation Light Locations:

WB DETECTOR - ON WB MASTARM BY OUTSIDE HEAD.
WB LIGHT - ON WB MASTARM BY OUTSIDE HEAD.

EB DETECTOR - ON EB MASTARM BY OUTSIDE HEAD.
EB LIGHT - ON EB MASTARM BY OUTSIDE HEAD.

NB DETECTOR - ON NB MASTARM BY OUTSIDE HEAD ON RISER TO CLEAR SIGN.
NB LIGHT - ON NB MASTARM BY OUTSIDE HEAD ON RISER TO CLEAR SIGN.

SB DETECTOR - ON SB MASTARM BY OUTSIDE HEAD ON RISER TO CLEAR SIGN.
SB LIGHT - ON SB MASTARM BY OUTSIDE HEAD ON RISER TO CLEAR SIGN.

NOTE: DUE TO TOD ARROW OMITS PREEMPT CANNOT EXIT TO N/S ARROW PHASES.

RECORD 09A:

09A-removed action plan 6.

Other information and equipment installed at I/S:

Camera: SWC Radio: NWC Fiber: EVP: X Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection: NORTHERN @ 7 ST			
Controller ID: 294.2	Channel: 522	Drop	3
System: TransCore TransSuite TCS			
Controller Type: Econolite ASC/2			
TransCore Unified Controller Manager 18.2.1			



Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	2	15	2	15	2	15	2	15	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0
Ped Clear	0	11	0	11	0	11	0	11	0	0	0	0
Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.1	1.0	1.1	1.0	1.1	1.0	1.1	0.0	0.0	0.0	0.0
Passage (VEH EXT)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0
Maximum1	10	44	10	30	10	44	10	35	0	0	0	0
Maximum2	15	40	15	40	15	45	15	45	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	2.0	2.0	2.0	2.0
Option Data/Flash Data*	EP, NLDM	EP, ENTRF, EXITRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, ENTRF, EXITRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, NAL, NLDM, PR, DEP, RIW	NLDM	NLDM	NLDM	NLDM
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup	redClear				redClear							
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	20	50	20	50	25	55	20	55
Passage 2 (VEH EXT2)	30	10	30	10	30	10	30	10
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	PCDNC	NONE	NONE	NONE	PCDNC
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	2	3	4	5	6
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	2,6	4,8	4,8	2,6	2,6	4,8
Cross Phase	0	0	0	0	0	0
Cycle Time	94	120	120	90	100	135
Match	0	0	0	0	0	0
Offset Time	22	29	10	27	30	11
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	8	11	12	13	42	43
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	2,6	4,8	4,8	4,8	2,6	4,8
Cross Phase	0	0	0	0	0	0
Cycle Time	120	102	102	120	150	150
Match	0	0	0	0	0	0
Offset Time	0	64	64	77	31	0
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Split Times

Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	13	38	12	31	13	38	12	31	0	0	0	0
PATTERN 2	12	49	12	47	15	46	12	47	0	0	0	0
PATTERN 3	12	49	12	48	15	46	12	48	0	0	0	0
PATTERN 4	13	32	13	32	13	32	13	32	0	0	0	0
PATTERN 5	13	37	13	37	13	37	13	37	0	0	0	0
PATTERN 6	12	61	12	50	15	58	12	50	0	0	0	0
PATTERN 8	13	46	13	48	13	46	13	48	0	0	0	0
PATTERN 11	12	42	12	36	12	42	12	36	0	0	0	0
PATTERN 12	12	42	12	36	12	42	12	36	0	0	0	0
PATTERN 13	15	46	12	48	15	46	12	48	0	0	0	0
PATTERN 42	12	87	12	39	15	84	12	39	0	0	0	0
PATTERN 43	12	49	12	77	15	46	12	77	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	11	12
Day Prgm	1	1	1	1	1	1	2	2
Start Time	00:00	06:00	09:00	14:30	18:30	22:30	00:00	06:00
Coord Ptn	4	2	5	3	1	4	4	1
Override	false	false	false	false	false	false	false	false

Step Num	13
Day Prgm	2
Start Time	21:00
Coord Ptn	4
Override	false

TOD Data

TOD Step	1	2	3	4	5	6
Day Prgm Num	1	1	1	1	1	1
Start Time	00:00	05:55	09:05	15:55	18:05	18:30
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	NONE	NONE	2,6	2,6	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	3,7	NONE	3,7	NONE	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

TOD Step	8
Day Prgm Num	2
Start Time	00:00
Alt Seq	NONE
Con Srv Inhib	NONE
Det Diag Plan	0
Max2 Enable	NONE
Max3 Enable	NONE
Options	NONE
Ped Call	NONE
Phase Omit	NONE
Spec Function	4,5,7
Vehicle Call	NONE
Veh Max Call	NONE

***Options 1 Definition:**

AF - Automatic Flash
 AVE - Alternate Vehicle Extension

DE - Dimming Enable
 DDE - Detector Delay Enable

DLE - Detector Log Enable
 RR - Red Rest

****Special Function Options**

4 - CNA1
 5 - Walk Rest

7 - Pretimed Operation
 8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	2	2	0	0	0	0	0
DOW or DOM	0	0	1	25	0	0	0	0	0
Month	0	0	1	12	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2	3	4	5	6	7
Alarms	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	1	3	3	5	5	7
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Erratic Counts	0	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fail Time	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0
Options	P	P	P	P	P	P	P
Queue Limit	0	0	0	0	0	0	0
Report Alarms	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0

Det Number	8
Alarms	NONE
Call Phase	7
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:	EOF - Erratic Output Fault	CF - Configuration Fault
NAF - No Activity Fault	CF - Communications Fault	OF - Other Fault
MPF - Max Presence Fault		
Options:	RLC - Red Lock Call	Q - Queue
VD - Volume Det	P - Passage	C - Call
OD - Occupancy Det	AI - Added Initial	
YLK - Yellow Lock Call		

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	8
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	90							

Preempt Data

Preempt Num	Preempt 3	Preempt 4	Preempt 5	Preempt 6
Link	0	0	0	0
Delay Time	0	0	0	0
Duration Time	0	0	0	0
Inhibit Time	0	0	0	0
Max Time	0	0	0	0
Term Ovlp	NONE	NONE	NONE	NONE
Term Overlaps	NONE	NONE	NONE	NONE
Min Ped Clear	0	0	0	0
Min Green	1	1	1	1
Min Yellow	0.0	0.0	0.0	0.0
Min Red	0.0	0.0	0.0	0.0
track Clear	NONE	NONE	NONE	NONE
Track Clear	0	0	0	0
Track Clear	0.0	0.0	0.0	0.0
Track Clear	0.0	0.0	0.0	0.0
Min Hold Time	8	13	8	8
Hold Phases	2,6	4,8	2,6	4,8
Hold Yellow	0.0	0.0	0.0	0.0
Hold Red	0.0	0.0	0.0	0.0
Out Of Flash	red	red	red	red
Hold Time	5	5	5	5
Exit Calls	3,7	1,5	3,7	1,5
Exit Max	0	0	0	0
Exit Phases	3,7	1,5	3,7	1,5
Options 1	A	A	A	A
Options 2	NONE	NONE	NONE	NONE

***Options 1 Definition:**

A - Active	PA - Ped Active
DL - Detector Lock	PCY - Ped Clear Through Yellow
HF - Hold/Flash	PD - Ped Dark
P - Priority	ZPCT - Zero Ped Clear Time

****Options 2 Definition:**

AODH - Active Only During Hold	NCVMF - No CVM in Flash
DOF - Don't Override Flash	TOASAP - Terminate Overlap ASAP
EMPT - Enable Max Preempt Time	TP - Terminate Phases
FAO - Flash All Output	YRGG - Yellow-Red Goes Green
FFGH - Fast Flash Green on Hold	

Notes

Intersection: Northern & 7 St ID#: 294 Date Signalized: 05/01/1959 Timing Install Date: 00/00/0000 Time: 00:00 Record# 05

Ring Structure:

1 2 | 3 4
5 6 | 7 8

Intersection Dimensions:

NORTH LEG - 64 FT
EAST LEG - 64 FT
SOUTH LEG - 64 FT
WEST LEG - 64 FT

Phasing:

PHASE 1 - EAST TO NORTH, 3-Car:P/P	PHASE 5 - WEST TO SOUTH, 3-Car:P/P
PHASE 2 - WESTBOUND	PHASE 6 - EASTBOUND
PHASE 3 - SOUTH TO EAST, 3-Car:P/P	PHASE 7 - NORTH TO WEST, 3-Car:P/P
PHASE 4 - NORTHBOUND	PHASE 8 - SOUTHBOUND

I/S Information:

MAIN STREET IS E/W (NORTHERN), PHASES 2/6. FLASH: ALL RED.

Special Programming:

DO NOT MAX INHIBIT. PRETIMED ALL HOURS.
COORD TRANSITION MODE: ADD-ONLY.

Special Recall Programming:

DURING THE LOSS OF ALL DETECTION OF ANY ARROW, RECALL THE ARROW FOR 8 SEC MIN AND OMIT THE RECALLED ARROW FROM 2230-05 DAYS.

EVP: Install Date: 04/23/2014

WESTBOUND - PREEMPTOR 3

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2
Min hold time 8 Hold Delay Time 5 Min green 1
Activation Distance (feet): 2500

NORTHBOUND - PREEMPTOR 4

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2
Min hold time 8 Hold Delay Time 13 Min green 1
Activation Distance (feet): 2500

EASTBOUND - PREEMPTOR 5

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2
Min hold time 8 Hold Delay Time 5 Min green 1
Activation Distance (feet): 2500

SOUTHBOUND - PREEMPTOR 6

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2
Min hold time 8 Hold Delay Time 5 Min green 1
Activation Distance (feet): 2500

WB DET/LED ASSEMBLY MOUNTED ON WB MAST ARM

NB DET/LED ASSEMBLY MOUNTED ON SB MAST ARM

EB DET/LED ASSEMBLY MOUNTED ON EB MAST ARM

SB DET/LED ASSEMBLY MOUNTED ON SB MAST ARM

RECORD 05:

05-changed timing sheet and printout to new format.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: X Hvy Rail/LRT: Hawk: Cabinet Type: TS2



City of Phoenix
Traffic Signals Section

Intersection:	BUTLER @ 7 ST		
Controller ID:	287.2	Channel:	525
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager	18.2.1		
	Drop	20	

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	15	5	0	0	0	0	0	0	0	0	0	0
Walk	15	8	0	0	0	0	0	0	0	0	0	0
Ped Clear	8	11	0	0	0	0	0	0	0	0	0	0
Yellow Change	4.0	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	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	25	45	0	0	0	0	0	0	0	0	0	0
Maximum2	35	15	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
Option Data/Flash Data*	EP, ENTRF, NAL, NLD, PR, RIW	EP, EXITRP, NLD, NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash
 EXITRF - Exit Rem Flash
 AIC - Added Initial Calculation
 DEP - Dual Entry Phase
 EP - Enabled Phase
 CSE - Conditional Service Enable
 NLD - Non Locked Detector Memory
 NA1 - Non-Actuated 1
 NA2 - Non-Actuated 2
 N - Not Used
 GP - Guaranteed Passage
 MINVR - Min. Vehicle Recall
 MAXVR - Max. Vehicle Recall
 PR - Pedestrian Recall
 RIW - Rest In Walk
 SVR - Soft Vehicle Recall

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	45	25	0	0	0	0	0	0
Passage 2 (VEH EXT2)	10	30	0	0	0	0	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	2	3	4	5	7
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1	1	1
Cross Phase	0	0	0	0	0	0
Cycle Time	94	102	120	90	100	120
Match	9	0	0	0	0	0
Offset Time	22	49	15	22	41	100
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	8	9	10	11
Alt Sequence	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1
Cross Phase	0	0	0	0
Cycle Time	120	120	120	120
Match	0	0	0	0
Offset Time	100	0	30	69
Pedestrian Call	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false
Spare	0	0	0	0
Spl Dmd Ptn1	0	0	0	0
Spl Dmd Ptn2	0	0	0	0
Split Ext1	0	0	0	0
Split Ext2	0	0	0	0
Veh Perm1	2	2	2	2
Veh Perm2	0	0	0	0
Veh Perm Disp	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	64	30	0	0	0	0	0	0	0	0	0	0
PATTERN 2	67	35	0	0	0	0	0	0	0	0	0	0
PATTERN 3	85	35	0	0	0	0	0	0	0	0	0	0
PATTERN 4	45	45	0	0	0	0	0	0	0	0	0	0
PATTERN 5	70	30	0	0	0	0	0	0	0	0	0	0
PATTERN 7	60	60	0	0	0	0	0	0	0	0	0	0
PATTERN 8	80	40	0	0	0	0	0	0	0	0	0	0
PATTERN 9	80	40	0	0	0	0	0	0	0	0	0	0
PATTERN 10	80	40	0	0	0	0	0	0	0	0	0	0
PATTERN 11	91	29	0	0	0	0	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	13	14
Day Prgm	1	1	1	1	1	1	2	2
Start Time	00:00	06:00	09:00	14:30	18:30	22:30	00:00	09:00
Coord Ptn	4	11	5	3	1	4	4	1
Override	false	false	false	false	false	false	false	false

Step Num	15
Day Prgm	2
Start Time	21:00
Coord Ptn	4
Override	false

TOD Data

TOD Step	1	2	3	6	7	8
Day Prgm Num	1	1	1	2	2	2
Start Time	00:00	06:00	22:30	00:00	09:00	21:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	2	NONE	2	2	NONE	2
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

****Special Function Options**

4 - CNA1

5 - Walk Rest

7 - Pretimed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	2
Alarms	NONE
Call Phase	2
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:

NAF - No Activity Fault

EOF - Erratic Output Fault

CF - Configuration Fault

MPF - Max Presence Fault

CF - Communications Fault

OF - Other Fault

Options:

VD - Volume Det

RLC - Red Lock Call

Q - Queue

OD - Occupancy Det

P - Passage

C - Call

YLK- Yellow Lock Call

AI - Added Initial

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	60							

Notes

Intersection: Butler & 7 St ID#: 287 Date Signalized: 12/16/1966 Timing Install Date: 00/00/0000 Time: 00:00 Record# 02

Ring Structure:

1 | 2

Intersection Dimensions:

NORTH LEG - 64 FT

EAST LEG - 38 FT

SOUTH LEG - 64 FT

WEST LEG - 38 FT

Phasing:

PHASE 1 - NORTH/SOUTH

PHASE 2 - EAST/WEST

I/S Information:

MAIN STREET IS N/S (7 ST), PHASE 1. FLASH: N/S YELLOW, E/W RED.

Special Programming:

DO NOT MAX INHIBIT. PED RECYCLE ALL HOURS.

COORD TRANSITION MODE: SMOOTH.

CALL MAX 2 PHASE 2 DURING ALL DIAL 4 TIMES.

Special Recall Programming:

DURING ANY RECALL OF PHASE 2 CALL DIAL 1 FOR ALL DIAL 4 TIMES.

RECORD 02:

02-changed timing sheet and printout to new format.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2



City of Phoenix
Traffic Signals Section

Intersection:	ALICE @ 7 ST		
Controller ID:	285.2	Channel:	525
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager	18.2.1		
	Drop	18	

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	15	8	0	0	0	8	0	0	0	0	0	0
Walk	8	9	0	0	0	9	0	0	0	0	0	0
Ped Clear	7	11	0	0	0	11	0	0	0	0	0	0
Yellow Change	3.6	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	1.8	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	1.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	30	30	0	0	0	12	0	0	0	0	0	0
Maximum2	40	15	0	0	0	20	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
Option Data/Flash Data*	EP, ENTRF, NAL, NLD, EP, RIW	EP, EXITRF, NLD, DEP	NLD	NLD	NLD	EP, EXITRF, NLD, DEP	NLD	NLD	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	50	45	0	0	0	25	0	0
Passage 2 (VEH EXT2)	10	40	0	0	0	40	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	2	3	4	5	8
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1	1	1
Cross Phase	0	0	0	0	0	0
Cycle Time	94	102	120	90	100	120
Match	0	0	0	0	0	0
Offset Time	80	21	96	10	22	40
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	11
Alt Sequence	NONE
Coord Phase	1
Cross Phase	0
Cycle Time	120
Match	0
Offset Time	96
Pedestrian Call	NONE
Phase Omit	NONE
Phase Reserv	false
Spare	0
Spl Dmd Ptn1	0
Spl Dmd Ptn2	0
Split Ext1	0
Split Ext2	0
Veh Perm1	2
Veh Perm2	0
Veh Perm Disp	0
Vehicle Call	NONE
Max Veh Call	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	62	32	0	0	0	32	0	0	0	0	0	0
PATTERN 2	67	35	0	0	0	35	0	0	0	0	0	0
PATTERN 3	85	35	0	0	0	30	0	0	0	0	0	0
PATTERN 4	45	45	0	0	0	45	0	0	0	0	0	0
PATTERN 5	68	32	0	0	0	32	0	0	0	0	0	0
PATTERN 8	85	35	0	0	0	35	0	0	0	0	0	0
PATTERN 11	85	35	0	0	0	35	0	0	0	0	0	0

NIC Parameters								
Step Num	1	2	3	4	5	6	13	14
Day Prgm	1	1	1	1	1	1	2	2
Start Time	00:00	06:00	09:00	14:30	19:00	22:30	00:00	06:00
Coord Ptn	4	11	5	3	1	4	4	1
Override	false	false	false	false	false	false	false	false

Step Num	15
Day Prgm	2
Start Time	21:00
Coord Ptn	4
Override	false

TOD Data

TOD Step	1	2	3	4	5	6
Day Prgm Num	1	1	1	1	1	1
Start Time	00:00	06:00	07:15	09:00	09:45	14:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	2	NONE	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	AVE	NONE	AVE	NONE	AVE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

TOD Step	7	8	11	12	13
Day Prgm Num	1	1	2	2	2
Start Time	15:00	22:30	00:00	06:00	21:00
Alt Seq	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0
Max2 Enable	NONE	2	2	NONE	2
Max3 Enable	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE

*Options 1 Definition:

AF - Automatic Flash
 AVE - Alternate Vehicle Extension

DE - Dimming Enable
 DDE - Detector Delay Enable

DLE - Detector Log Enable
 RR - Red Rest

**Special Function Options

4 - CNA1
 5 - Walk Rest

7 - Pretimed Operation
 8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2
Alarms	NONE	NONE
Call Phase	2	2
Delay	0.0	0.0
Erratic Counts	0	0
Extend	0.0	0.0
Fail Time	0	0
Max Presence	0	0
No Activity	0	0
Options	P	P
Queue Limit	0	0
Report Alarms	0	0
Reset	0	0
Switch Phase	0	0

Alarms:

NAF - No Activity Fault

MPF - Max Presence Fault

EOF - Erratic Output Fault

CF - Communications Fault

CF - Configuration Fault

OF - Other Fault

Options:

VD - Volume Det

OD - Occupancy Det

YLK- Yellow Lock Call

RLC - Red Lock Call

P - Passage

AI - Added Initial

Q - Queue

C - Call

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	6	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	90							

Notes

Intersection: Alice & 7 St ID#: 285 Date Signalized: 06/09/1976 Timing Install Date: 00/00/0000 Time: 00:00 Record# 03

Ring Structure:

1 | 2
| 6

Intersection Dimensions:

NORTH LEG - 64 FT
EAST LEG - 39 FT
SOUTH LEG - 64 FT
WEST LEG - 39 FT

Phasing:

PHASE 1 - NORTH/SOUTH
PHASE 2 - EAST/WEST
PHASE 3 - GHOST PHASE. NO FIELD OUTPUTS.

I/S Information:

MAIN STREET IS N/S (7 ST), PHASE 1. FLASH: N/S YELLOW, E/W RED.

Special Programming:

DO NOT MAX INHIBIT. PED RECYCLE ALL HOURS.
COORD TRANSITION MODE: ADD-ONLY.
PHASE 6 SETTINGS: RECALL, NL; DETECTION PRES. MM,8,9 LOC#001 = 08. (ONE VEHICLE EXT AFTER MIN GREEN.)
DUAL ENTRY PHASE 2 & 6. CALL MAX 2 PHASE 2 DURING ALL DIAL 4 TIMES.
CALL AVE FROM 0600-0715, 0900-0945, 1400-1500, M-F.

Special Recall Programming:

DURING ANY RECALL OF PHASE 2 CALL DIAL 1 FOR ALL DIAL 4 TIMES.
FOR THE LOSS OF THE E-N OR W-S TURN LANE DETECTION, USE PHASE 2 8 SECS MIN RECALL & MAX RECALL PHASE 6
FROM 0600-1830, M-F.

RECORD 03:

03-changed timing sheet and printout to new format.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2



City of Phoenix
Traffic Signals Section

Intersection:	DUNLAP @ CAVE CREEK/7 ST		
Controller ID:	514.2	Channel:	525
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager	18.2.1		
	Drop	17	

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	5	15	5	8	0	5	0	15	5	8	0	0
Walk	0	7	0	7	0	7	0	18	0	7	0	0
Ped Clear	0	22	0	16	0	18	0	11	0	16	0	0
Yellow Change	3.0	3.6	4.0	4.0	3.0	3.2	3.0	3.6	3.0	4.0	3.0	3.0
Red Clear	1.0	3.2	2.0	2.4	0.0	3.0	0.0	3.2	2.0	2.4	0.0	0.0
Passage (VEH EXT)	2.0	1.0	2.0	2.0	0.0	2.0	0.0	1.0	2.0	2.0	0.0	0.0
Maximum1	18	40	20	35	0	25	0	45	25	25	0	0
Maximum2	25	45	30	25	0	20	0	55	18	35	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	2.0	2.0	2.0	2.0
Option Data/Flash Data*	EP, NLDLM	EP, ENTRF, EXITRP, NLDLM, PR, DEP, RIW	EP, NLDLM	EP, NLDLM, MINVR, DEP	NLDLM	EP, NLDLM, DEP	NLDLM	EP, ENTRF, EXITRP, NLDLM, PR, DEP, RIW	EP, NLDLM	EP, NLDLM, DEP	NLDLM	NLDLM
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup	redClear											
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDLM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	20	55	50	40	0	35	0	65
Passage 2 (VEH EXT2)	20	20	30	25	0	20	0	20
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	PCDNC	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	30	40	0	0				
Passage 2 (VEH EXT2)	25	25	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	PCDNC	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	2	3	9	33
Alt Sequence	NONE	NONE	NONE	NONE
Coord Phase	2,8	2,8	2,8	2,8
Cross Phase	0	0	0	0
Cycle Time	120	135	150	120
Match	0	0	0	0
Offset Time	80	40	40	70
Pedestrian Call	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false
Spare	0	0	0	0
Spl Dmd Ptn1	0	0	0	0
Spl Dmd Ptn2	0	0	0	0
Split Ext1	0	0	0	0
Split Ext2	0	0	0	0
Veh Perm1	2	2	2	2
Veh Perm2	0	0	0	0
Veh Perm Disp	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 2	0	36	23	30	0	31	0	36	23	30	0	0
PATTERN 3	17	36	17	33	0	32	0	53	20	30	0	0
PATTERN 9	17	51	17	33	0	32	0	68	20	30	0	0
PATTERN 33	0	37	23	29	0	31	0	37	23	29	0	0

NIC Parameters

Step Num	1	11	13
Day Prgm	1	2	2
Start Time	00:00	00:00	00:00
Coord Ptn	0	0	0
Override	false	false	false

TOD Data

TOD Step	1	2	3	4	5	6
Day Prgm Num	1	1	1	1	1	1
Start Time	00:00	06:00	07:15	08:00	09:00	15:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	3,9,10	3,8,9,10	NONE	NONE	1
Max3 Enable	NONE	NONE	NONE	NONE	NONE	2
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	1	1	1	NONE	NONE
Spec Function	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	2,8	2,8	2,8	NONE	2,8

TOD Step	7	8
Day Prgm Num	1	2
Start Time	18:30	00:00
Alt Seq	NONE	NONE
Con Srv Inhib	NONE	NONE
Det Diag Plan	0	0
Max2 Enable	NONE	NONE
Max3 Enable	NONE	NONE
Options	NONE	NONE
Ped Call	NONE	NONE
Phase Omit	NONE	NONE
Spec Function	NONE	NONE
Vehicle Call	NONE	NONE
Veh Max Call	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash
 AVE - Alternate Vehicle Extension

DE - Dimming Enable
 DDE - Detector Delay Enable

DLE - Detector Log Enable
 RR - Red Rest

****Special Function Options**

4 - CNA1
 5 - Walk Rest

7 - Pretimed Operation
 8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	float	float	float	float	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	1	25	2	2	5	6	0
Month	0	0	1	12	5	9	11	11	0
WOM or Year	0	0	0	0	5	1	4	4	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2	3	4	5	6	7
Alarms	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	1	3	3	4	4	9
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Erratic Counts	0	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fail Time	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0
Options	P	P	P	P	P	P	P
Queue Limit	0	0	0	0	0	0	0
Report Alarms	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0

Det Number	8	9	10	11	13	14
Alarms	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	9	10	10	4	6	6
Delay	0.0	0.0	0.0	0.0	0.0	0.0
Erratic Counts	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0.0	0.0
Fail Time	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
No Activity	0	0	0	0	0	0
Options	P	P	P	P	P	P
Queue Limit	0	0	0	0	0	0
Report Alarms	0	0	0	0	0	0
Reset	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0

Alarms:		
NAF - No Activity Fault	EOF - Erratic Output Fault	CF - Configuration Fault
MPF - Max Presence Fault	CF - Communications Fault	OF - Other Fault
Options:		
VD - Volume Det	RLC - Red Lock Call	Q - Queue
OD - Occupancy Det	P - Passage	C - Call
YLK - Yellow Lock Call	AI - Added Initial	

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	10
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	30							

Notes

Intersection: Dunlap & 7 St/Cave Creek ID#: 514 Date Signalized: 05/01/1959 Timing Install Date: 00/00/0000 Time: 00:00 Record# 06

Ring Structure:

1 2 | 3 4 | 6
8 | 9 10 |

Intersection Dimensions:

CAVE CREEK: 94 FT.
SOUTHLEG(7 ST): 85 FT,
NORTHLEG(7 ST): 76 FT, CROSSWALK: 82 FT
WESTLEG(DUNLAP): 97 FT, CROSSWALK: 115 FT
EASTLEG(DUNLAP): 60 FT, CROSSWALK: 71 FT

Phasing:

PHASE 1 - NORTH TO WEST, 3-Car:P/P
PHASE 2 - SOUTHBOUND
PHASE 3 - INBOUND LEFT TURN, CAVE CREEK, Pres:P
PHASE 4 - EASTBOUND/CAVE CREEK
PHASE 6 - WESTBOUND
PHASE 8 - NORTHBOUND
PHASE 9 - EAST TO NORTH, Pres:P
PHASE 10 - INBOUND CAVE CREEK

I/S Information:

MAIN STREET IS N/S (7 ST), PHASES 2/8. FLASH: ALL RED.
PHASE 3, SW-S ARROW IS DUAL LANE PROTECTED. PHASE 9, E-N ARROW SINGLE LANE PROTECTED ARROW.
CROSSWALK ACROSS CAVE CREEK OPERATES WITH WB DUNLAP(PH 6).
CROSSWALK ACROSS NORTHLEG(7 ST) OPERATES WITH INBOUND CAVE CREEK(PH 10).

Special Programming:

RUNS FREE ALL HOURS.
DO NOT MAX INHIBIT. COORD TRANSITION MODE: ADD-ONLY.
CALL MAX 2 PHS 3,9,10 FROM 0600-0715 AND MAX RECALL PHS 2,8 AND OMIT PH 1, M-F.
CALL MAX 2 PHS 3,8,9,10 FROM 0715-0800 AND MAX RECALL PHS 2,8 AND OMIT PH 1, M-F.
MAX RECALL PHS 2,8 FROM 0800-0900 AND OMIT PH 1, M-F.
CALL MAX 2 PHS 1,2,4 FROM 1500-1830 AND MAX RECALL PHS 2,8, M-F.

Special Recall Programming:

DURING ANY RECALL OF PHASE 2 CALL DIAL 1 FOR ALL DIAL 4 TIMES.

RECORD 06:

06-changed timing sheet and printout to new format.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: X EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS1(12 Phase)

Appendix E

7th Avenue Existing Traffic Counts



Intersection ID: 1805124
Count Date: 11/27/2018

N 7TH AVE & W MCDOWELL RD

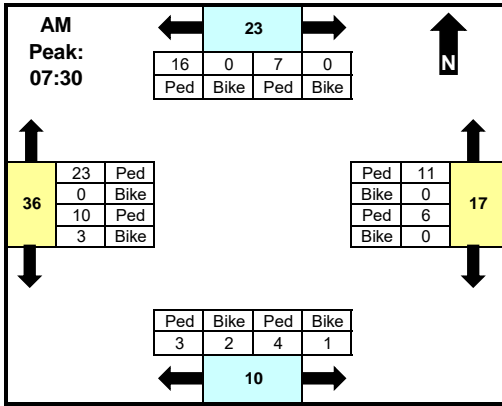


Table with 8 columns: EBL, EBR, WBL, WBR, NBL, NBR, SBL, SBR. Rows for Ped and Bike counts.

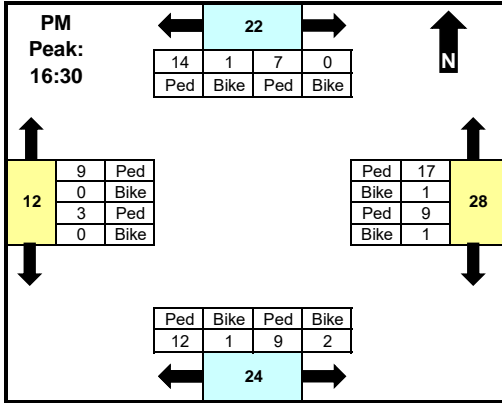
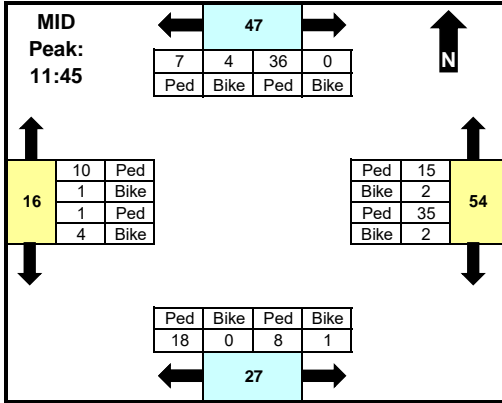
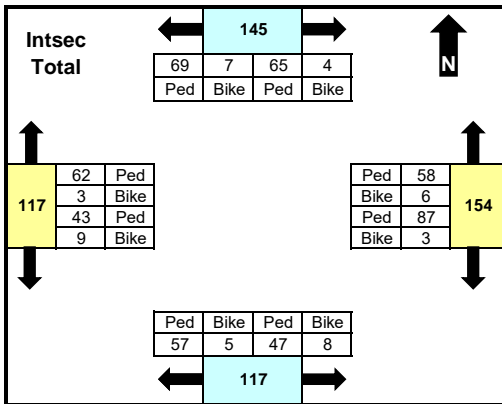


Table with 8 columns: EBL, EBR, WBL, WBR, NBL, NBR, SBL, SBR. Rows for Ped and Bike counts.



Summary table with columns: North, East, South, West, Total. Rows for CW and CCW counts for AM, MID, PM, and Total.

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

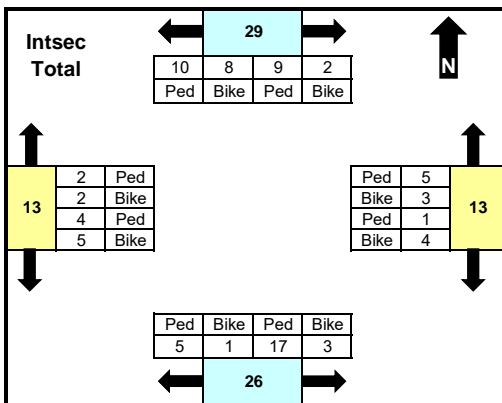
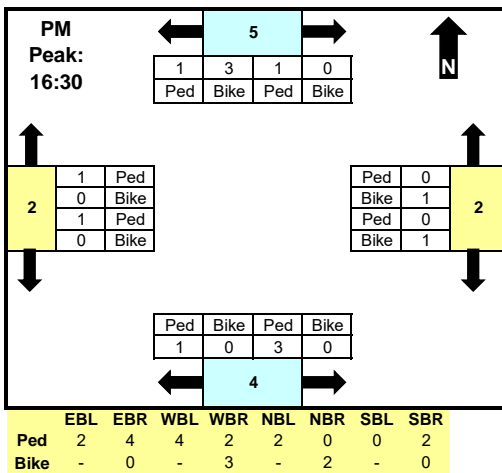
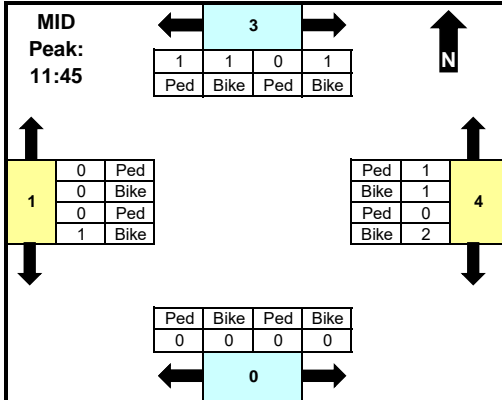
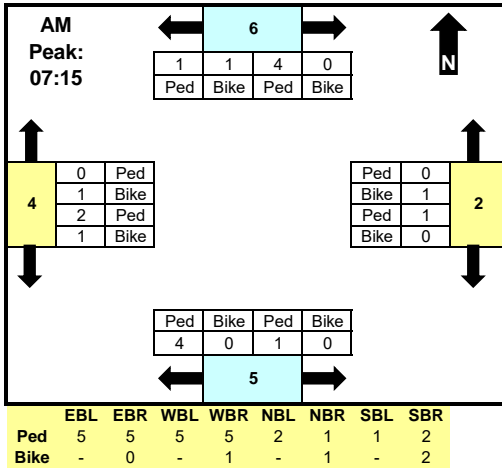
Main data table with columns: Time, North Leg (CW, CCW), East Leg (CW, CCW), South Leg (CW, CCW), West Leg (CW, CCW), INTSEC, TOTAL. Rows for every 15-minute interval from 0:00 to 23:45.

Summary table for peak periods: AM Peak Hr (7:30), MID Peak Hr (11:45), PM Peak Hr (16:30). Rows for PK Vol and Total.



Intersection ID: 1805123
Count Date: 11/27/2018

N 7TH AVE & W ENCANTO BLVD



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	4	2	1	1	4	1	1	3	17
MID	1	2	2	2	0	0	0	1	8
PM	1	4	1	1	1	3	1	1	13
Total	11	18	5	8	6	20	4	9	81

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Time	North Leg		East Leg		South Leg		West Leg		INTSEC
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
0:00									0
0:15									0
0:30									0
0:45									0
1:00									0
1:15									0
1:30									0
1:45									0
2:00									0
2:15									0
2:30									0
2:45									0
3:00									0
3:15									0
3:30									0
3:45									0
4:00									0
4:15									0
4:30									0
4:45									0
5:00									0
5:15									0
5:30									0
5:45									0
6:00									0
6:15									0
6:30	0	0	1	0	0	0	1	0	4
6:45	0	0	0	0	0	0	1	0	9
7:00	1	0	0	0	0	0	0	2	3
7:15	0	0	0	0	0	0	1	0	8
7:30	4	0	1	0	0	0	0	0	6
7:45	0	0	0	0	1	0	0	0	2
8:00	0	0	0	1	0	0	0	0	1
8:15	0	0	1	0	0	0	0	0	1
8:30									0
8:45									0
9:00									0
9:15									0
9:30									0
9:45									0
10:00									0
10:15									0
10:30									0
10:45									0
11:00	0	0	0	0	0	0	0	0	1
11:15	0	0	0	1	0	0	1	0	3
11:30	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	1	0	0	2
12:00	0	0	1	0	0	0	1	0	3
12:15	0	0	0	1	0	0	0	0	2
12:30	0	0	0	0	0	1	0	0	1
12:45	1	0	0	0	0	0	0	0	1
13:00									0
13:15									0
13:30									0
13:45									0
14:00									0
14:15									0
14:30									0
14:45									0
15:00									0
15:15									0
15:30									0
15:45									0
16:00	0	0	0	0	0	0	1	0	1
16:15	2	1	1	0	0	0	0	0	6
16:30	0	0	0	1	0	0	0	0	2
16:45	0	0	1	0	0	1	0	0	3
17:00	1	0	0	1	0	0	0	1	3
17:15	0	0	0	1	0	0	1	0	5
17:30	0	0	2	2	0	1	0	0	10
17:45	0	0	2	0	0	0	0	1	4
18:00									0
18:15									0
18:30									0
18:45									0
19:00									0
19:15									0
19:30									0
19:45									0
20:00									0
20:15									0
20:30									0
20:45									0
21:00									0
21:15									0
21:30									0
21:45									0
22:00									0
22:15									0
22:30									0
22:45									0
23:00									0
23:15									0
23:30									0
23:45									0
Total	9	2	10	8	1	4	5	3	81

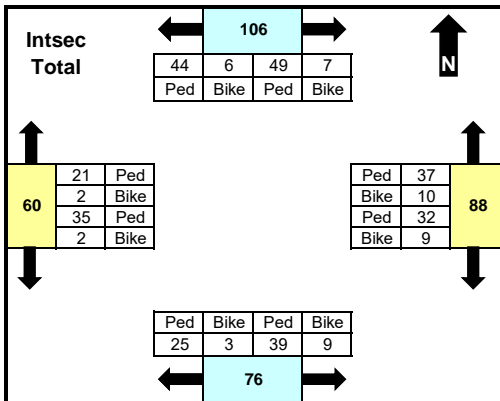
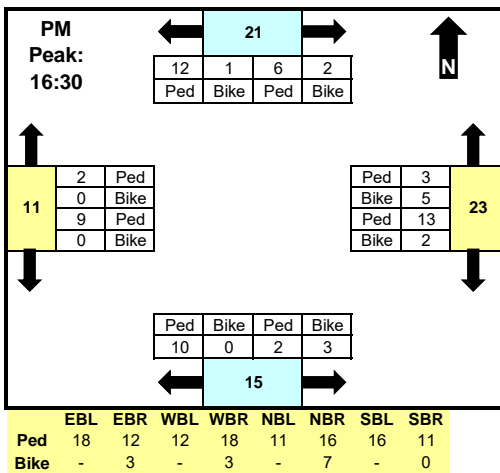
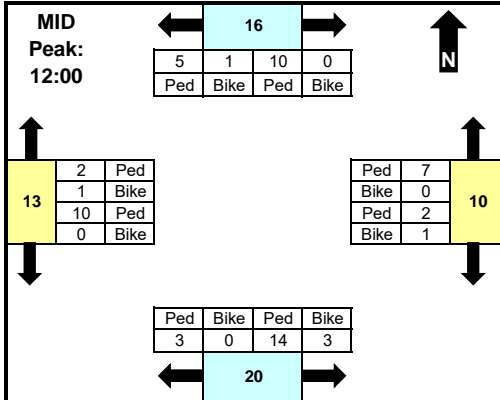
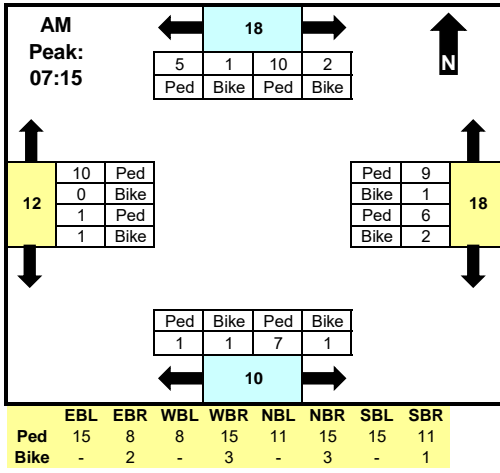
AM Peak Hr:	7:15															
Pk Vol	4	0	1	1	1	0	0	1	4	0	1	0	0	1	2	1
MID Peak Hr:	11:45															
Pk Vol	0	1	1	1	0	2	1	1	0	0	0	0	0	0	1	8
PM Peak Hr:	16:30															
Pk Vol	1	0	1	3	0	1	0	1	1	0	3	0	1	0	1	13



Intersection ID: 1805122
Count Date: 11/27/2018

N 7TH AVE & W THOMAS RD

North Leg East Leg South Leg West Leg INTSEC
CW CCW CW CCW CW CCW CW CCW



Summary table with columns: North (CW, CCW), East (CW, CCW), South (CW, CCW), West (CW, CCW), Total. Rows for AM, MID, PM, and Total.

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Main data table with columns: Time, Ped, Bike for each leg (North, East, South, West), and TOTAL. Rows list times from 0:00 to 23:45.

Summary table for peak hours: AM Peak Hr (7:15), MID Peak Hr (12:00), PM Peak Hr (16:30). Columns: Pk Vol, Ped, Bike for each leg, and TOTAL.



Intersection ID: 1805409
Count Date: 11/27/2018

N 7TH AVE & W EARLL DR

AM Peak: 07:15

5			
2	0	2	1
Ped	Bike	Ped	Bike

0	Ped
0	Bike
7	Ped
2	Bike

Ped	0
Bike	1
Ped	4
Bike	1

Ped	Bike	Ped	Bike
0	0	18	0

18			
----	--	--	--

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	4	18	18	4	7	4	7
Bike	-	0	-	1	-	2	-

MID Peak: 11:15

6			
1	0	5	0
Ped	Bike	Ped	Bike

3	Ped
2	Bike
2	Ped
1	Bike

Ped	5
Bike	4
Ped	3
Bike	0

Ped	Bike	Ped	Bike
3	0	0	0

3			
---	--	--	--

PM Peak: 16:30

3			
0	0	2	1
Ped	Bike	Ped	Bike

5	Ped
1	Bike
3	Ped
0	Bike

Ped	7
Bike	3
Ped	0
Bike	3

Ped	Bike	Ped	Bike
7	0	1	0

8			
---	--	--	--

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	2	8	8	2	8	7	8
Bike	-	0	-	1	-	6	-

Intsec Total

46			
23	0	20	3
Ped	Bike	Ped	Bike

18	Ped
4	Bike
27	Ped
6	Bike

Ped	33
Bike	11
Ped	17
Bike	7

Ped	Bike	Ped	Bike
20	0	30	1

51			
----	--	--	--

	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	3	2	5	1	0	18	0	9	38
MID	5	1	3	9	3	0	5	3	29
PM	3	0	3	10	7	1	6	3	33
Total	23	23	24	44	20	31	22	33	220

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

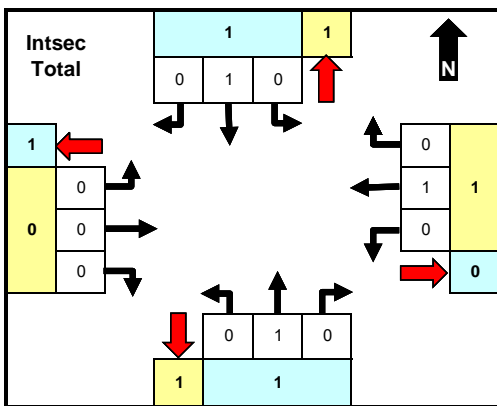
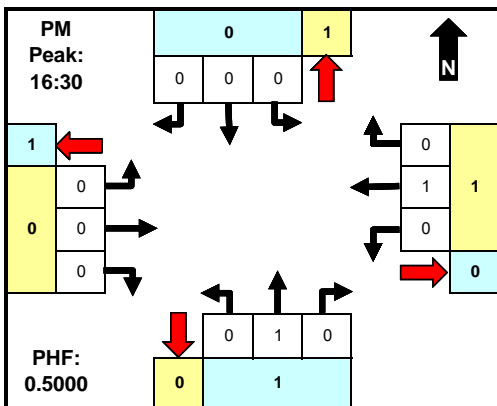
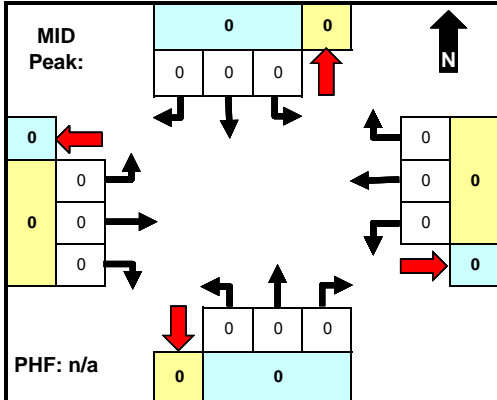
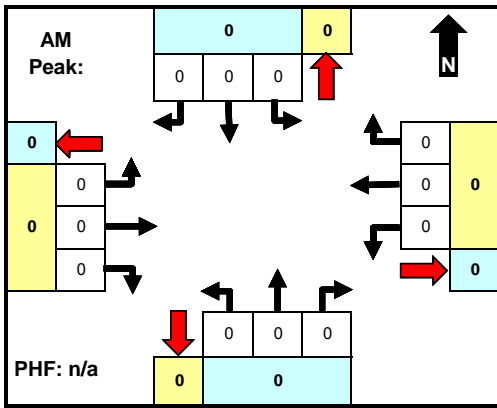
Time	North Leg		East Leg		South Leg		West Leg		INTSEC							
	CW	CCW	CW	CCW	CW	CCW	CW	CCW								
0:00									0							
0:15									0							
0:30									0							
0:45									0							
1:00									0							
1:15									0							
1:30									0							
1:45									0							
2:00									0							
2:15									0							
2:30									0							
2:45									0							
3:00									0							
3:15									0							
3:30									0							
3:45									0							
4:00									0							
4:15									0							
4:30									0							
4:45									0							
5:00									0							
5:15									0							
5:30									0							
5:45									0							
6:00									0							
6:15									0							
6:30	1	0	0	0	0	0	0	0	4							
6:45	0	0	0	0	0	0	1	0	2							
7:00	5	0	0	0	6	0	0	0	3							
7:15	1	0	0	0	2	0	0	0	8							
7:30	1	0	0	0	2	1	0	1	2							
7:45	0	1	2	0	0	0	0	0	2							
8:00	0	0	0	0	0	0	0	0	6							
8:15	0	0	0	0	0	0	0	0	2							
8:30									0							
8:45									0							
9:00									0							
9:15									0							
9:30									0							
9:45									0							
10:00									0							
10:15									0							
10:30									0							
10:45									0							
11:00	0	0	0	0	2	0	0	2	1							
11:15	1	0	0	0	1	0	0	0	1							
11:30	1	0	1	0	0	0	3	3	2							
11:45	1	0	0	0	0	0	2	1	0							
12:00	2	0	0	0	2	0	0	0	0							
12:15	0	0	1	0	1	1	4	1	0							
12:30	1	0	1	0	0	1	0	0	2							
12:45	0	0	0	0	0	0	0	0	0							
13:00									0							
13:15									0							
13:30									0							
13:45									0							
14:00									0							
14:15									0							
14:30									0							
14:45									0							
15:00									0							
15:15									0							
15:30									0							
15:45									0							
16:00	1	0	12	0	0	0	12	0	3							
16:15	1	0	2	0	0	0	1	2	3							
16:30	1	0	0	0	0	0	3	2	3							
16:45	0	1	0	0	0	2	3	0	1							
17:00	0	0	0	0	0	1	0	0	2							
17:15	1	0	0	0	0	0	1	1	0							
17:30	0	0	1	0	1	1	2	0	0							
17:45	2	1	3	0	0	0	1	0	0							
18:00									2							
18:15									0							
18:30									0							
18:45									0							
19:00									0							
19:15									0							
19:30									0							
19:45									0							
20:00									0							
20:15									0							
20:30									0							
20:45									0							
21:00									0							
21:15									0							
21:30									0							
21:45									0							
22:00									0							
22:15									0							
22:30									0							
22:45									0							
23:00									0							
23:15									0							
23:30									0							
23:45									0							
Total	20	3	23	0	17	7	33	11	20	30	1	18	4	27	6	220

AM Peak Hr:	7:15																
Pk Vol	2	1	2	0	4	1	0	1	0	0	18	0	0	0	7	2	38
MID Peak Hr:	11:15																
Pk Vol	5	0	1	0	3	0	5	4	3	0	0	0	3	2	2	1	29
PM Peak Hr:	16:30																
Pk Vol	2	1	0	0	0	3	7	3	7	0	1	0	5	1	3	0	33



Intersection ID: 1805409
Count Date: 11/27/2018

N 7TH AVE & W EARLL DR



Summary table for AM, MID, and PM peaks with columns for North, East, South, West, and Total counts.

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

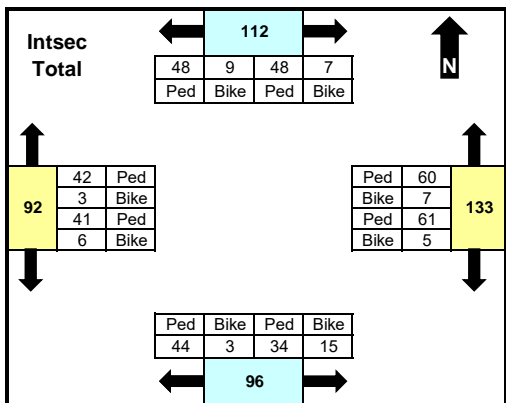
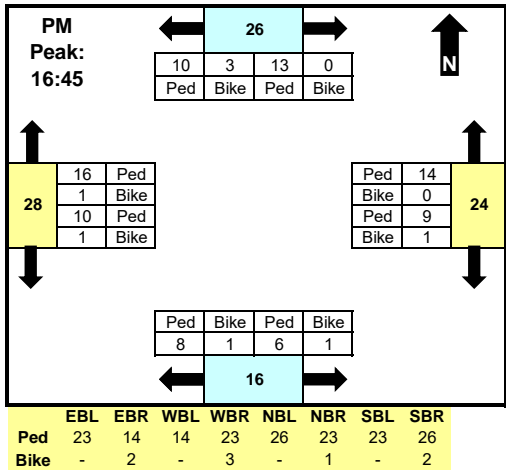
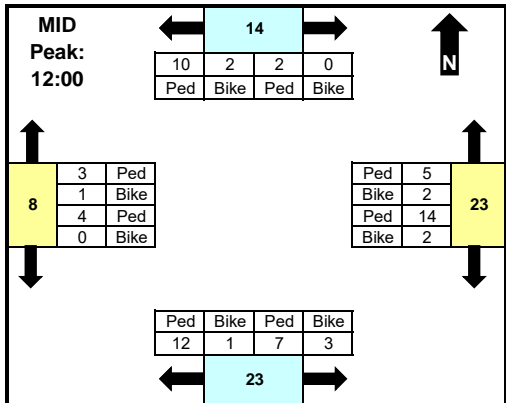
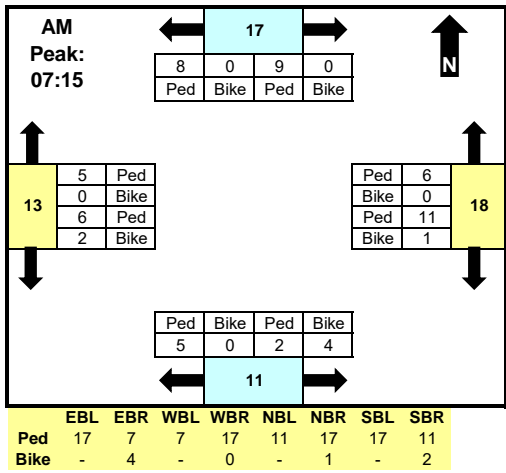
Directional headers: From North (SB), From East (WB), From South (NB), From West (EB), INTSEC

Main data table with columns for Time, LT, Thru, RT, U for each direction, and a TOTAL column. Data points are provided for every 15-minute interval from 0:00 to 23:45.



Intersection ID: 1805120
Count Date: 11/27/2018

N 7TH AVE & W OSBORN RD



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	9	8	12	6	5	6	5	8	59
MID	2	12	16	7	13	10	4	4	68
PM	13	13	10	14	9	7	17	11	94
Total	55	57	66	67	47	49	45	47	433

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Time	North Leg		East Leg		South Leg		West Leg		INTSEC								
	CW	CCW	CW	CCW	CW	CCW	CW	CCW									
0:00									0								
0:15									0								
0:30									0								
0:45									0								
1:00									0								
1:15									0								
1:30									0								
1:45									0								
2:00									0								
2:15									0								
2:30									0								
2:45									0								
3:00									0								
3:15									0								
3:30									0								
3:45									0								
4:00									0								
4:15									0								
4:30									0								
4:45									0								
5:00									0								
5:15									0								
5:30									0								
5:45									0								
6:00									0								
6:15									0								
6:30	1	2	1	0	0	0	1	0	0								
6:45	2	1	1	0	1	0	0	0	0								
7:00	0	2	1	0	0	1	4	0	0								
7:15	0	0	2	0	5	0	1	0	2								
7:30	5	0	1	0	4	0	1	0	0								
7:45	1	0	3	0	1	1	2	0	1								
8:00	3	0	2	0	1	0	2	0	1								
8:15	0	0	2	1	1	0	2	1	0								
8:30									0								
8:45									0								
9:00									0								
9:15									0								
9:30									0								
9:45									0								
10:00									0								
10:15									0								
10:30									0								
10:45									0								
11:00	2	1	0	0	5	0	3	0	0								
11:15	4	0	3	0	3	0	2	1	0								
11:30	2	0	0	1	2	0	4	2	0								
11:45	2	0	4	0	0	0	6	1	1								
12:00	0	0	6	1	6	0	3	0	1								
12:15	1	0	3	1	6	1	1	7	1								
12:30	1	0	0	0	2	1	0	0	4								
12:45	0	0	1	0	0	0	1	1	0								
13:00									5								
13:15									1								
13:30									2								
13:45									0								
14:00									0								
14:15									0								
14:30									0								
14:45									0								
15:00									0								
15:15									0								
15:30									0								
15:45									0								
16:00	2	0	2	1	4	0	0	0	6								
16:15	4	1	3	0	3	0	3	1	2								
16:30	3	0	3	0	4	0	2	0	3								
16:45	5	0	0	1	1	1	5	0	0								
17:00	3	0	3	1	3	0	4	0	3								
17:15	3	0	2	0	0	0	3	0	0								
17:30	2	0	5	1	5	0	2	0	5								
17:45	2	0	0	1	4	0	8	0	2								
18:00									3								
18:15									1								
18:30									0								
18:45									0								
19:00									0								
19:15									0								
19:30									0								
19:45									0								
20:00									0								
20:15									0								
20:30									0								
20:45									0								
21:00									0								
21:15									0								
21:30									0								
21:45									0								
22:00									0								
22:15									0								
22:30									0								
22:45									0								
23:00									0								
23:15									0								
23:30									0								
23:45									0								
Total	48	7	48	9	61	5	60	7	44	3	34	15	42	3	41	6	433

AM Peak Hr:	7:15																
Pk Vol	9	0	8	0	11	1	6	0	5	0	2	4	5	0	6	2	59
MID Peak Hr:	12:00																
Pk Vol	2	0	10	2	14	2	5	2	12	1	7	3	3	1	4	0	68
PM Peak Hr:	16:45																
Pk Vol	13	0	10	3	9	1	14	0	8	1	6	1	16	1	10	1	94



Intersection ID: 1805119
Count Date: 11/27/2018

N 7TH AVE & W INDIAN SCHOOL RD

From North (SB) From East (WB) From South (NB) From West (EB) INTSEC
N 7TH AVE W INDIAN SCHOOL RD N 7TH AVE W INDIAN SCHOOL RD

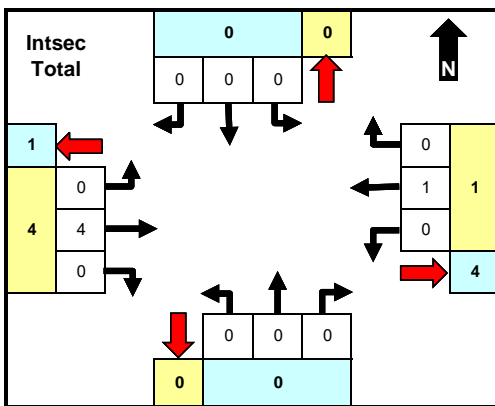
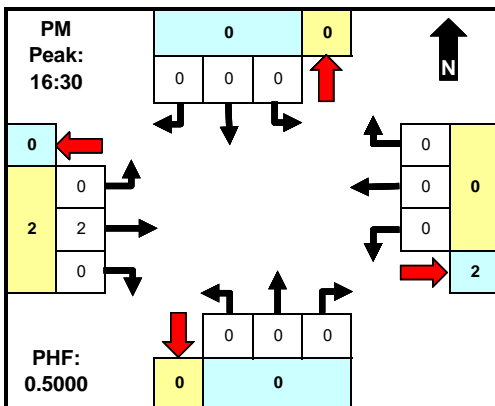
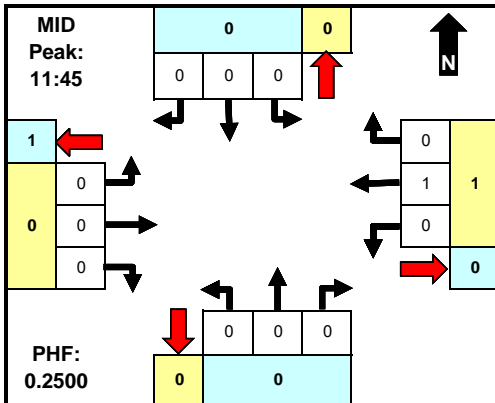
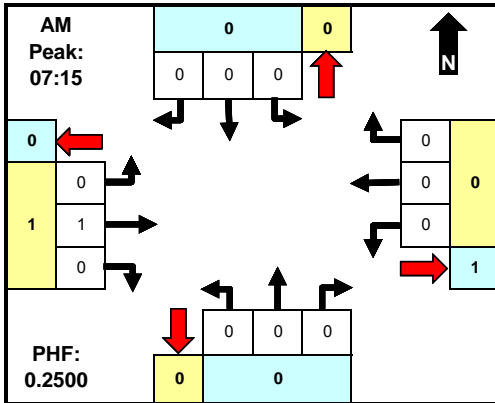


Table with columns: North, East, South, West, Total. Sub-columns: App, Dep. Rows: AM, MID, PM, Total.

Main data table with columns: Time, LT, Thru, RT, U for each direction (North, East, South, West), and TOTAL. Rows range from 0:00 to 23:45.

Comments

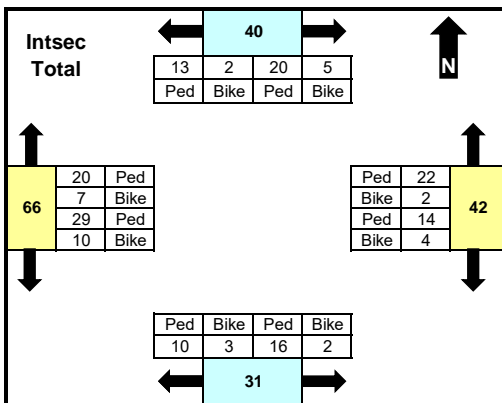
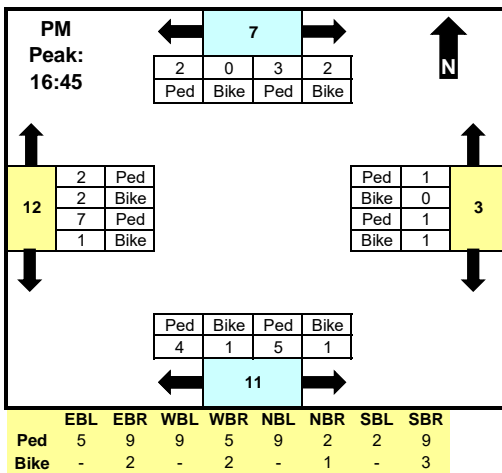
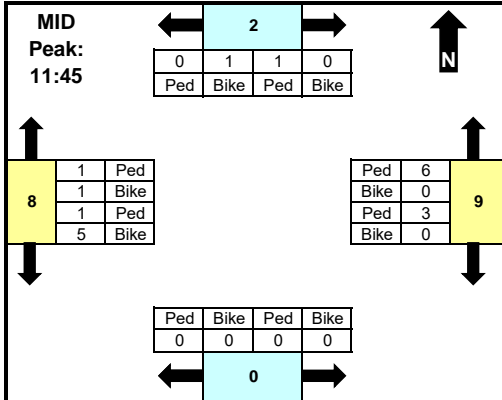
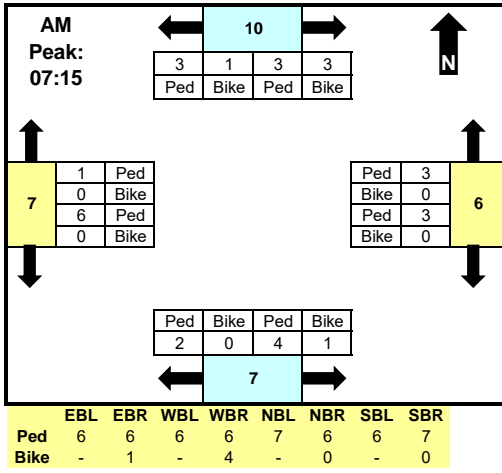
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

Summary table for AM Peak Hr (7:15), MID Peak Hr (11:45), and PM Peak Hr (16:30) showing Pk Vol and PHF.



Intersection ID: 1805118
Count Date: 11/27/2018

N 7TH AVE & W CAMPBELL AVE



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	6	4	3	3	2	5	1	6	30
MID	1	1	3	6	0	0	2	6	19
PM	5	2	2	1	5	6	4	8	33
Total	25	15	18	24	13	18	27	39	179

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Time	North Leg		East Leg		South Leg		West Leg		INTSEC							
	CW	CCW	CW	CCW	CW	CCW	CW	CCW								
0:00									0							
0:15									0							
0:30									0							
0:45									0							
1:00									0							
1:15									0							
1:30									0							
1:45									0							
2:00									0							
2:15									0							
2:30									0							
2:45									0							
3:00									0							
3:15									0							
3:30									0							
3:45									0							
4:00									0							
4:15									0							
4:30									0							
4:45									0							
5:00									0							
5:15									0							
5:30									0							
5:45									0							
6:00									0							
6:15									0							
6:30	0	0	0	0	0	0	0	1	0	2						
6:45	1	0	1	0	0	0	0	1	0	3						
7:00	3	0	0	0	0	1	0	2	0	8						
7:15	0	1	0	0	0	0	1	0	0	2						
7:30	1	0	1	0	1	0	0	2	1	8						
7:45	0	1	0	1	0	0	0	1	0	7						
8:00	2	1	2	1	1	0	3	1	0	13						
8:15	0	0	0	0	1	0	1	0	2	5						
8:30										0						
8:45										0						
9:00										0						
9:15										0						
9:30										0						
9:45										0						
10:00										0						
10:15										0						
10:30										0						
10:45										0						
11:00	0	0	2	0	0	0	0	1	0	7						
11:15	0	0	0	0	0	0	0	0	2	3						
11:30	0	0	0	0	0	0	0	0	2	4						
11:45	1	0	0	0	1	0	0	0	1	5						
12:00	0	0	0	1	0	0	2	0	0	5						
12:15	0	0	0	1	0	1	0	0	0	4						
12:30	0	0	0	0	1	0	3	0	0	5						
12:45	0	0	0	0	2	1	1	1	0	8						
13:00										0						
13:15										0						
13:30										0						
13:45										0						
14:00										0						
14:15										0						
14:30										0						
14:45										0						
15:00										0						
15:15										0						
15:30										0						
15:45										0						
16:00	3	0	0	0	0	1	3	0	0	14						
16:15	4	0	0	0	2	1	0	0	1	15						
16:30	1	0	1	0	1	0	1	1	2	12						
16:45	1	0	0	0	1	1	0	0	3	11						
17:00	1	0	1	0	0	0	0	1	1	8						
17:15	1	0	1	0	0	0	0	0	1	8						
17:30	0	2	0	0	0	0	1	0	2	6						
17:45	1	0	4	0	1	0	5	0	2	16						
18:00										0						
18:15										0						
18:30										0						
18:45										0						
19:00										0						
19:15										0						
19:30										0						
19:45										0						
20:00										0						
20:15										0						
20:30										0						
20:45										0						
21:00										0						
21:15										0						
21:30										0						
21:45										0						
22:00										0						
22:15										0						
22:30										0						
22:45										0						
23:00										0						
23:15										0						
23:30										0						
23:45										0						
Total	20	5	13	2	14	4	22	2	10	16	2	20	7	29	10	179

AM Peak Hr:	7:15																
Pk Vol	3	3	3	1	3	0	3	0	2	0	4	1	1	0	6	0	30
MID Peak Hr:	11:45																
Pk Vol	1	0	0	1	3	0	6	0	0	0	0	1	1	1	5	19	
PM Peak Hr:	16:45																
Pk Vol	3	2	2	0	1	1	1	0	4	1	5	1	2	2	7	1	33



Intersection ID: 1805118
Count Date: 11/27/2018

N 7TH AVE & W CAMPBELL AVE

From North (SB) From East (WB) From South (NB) From West (EB) INTSEC
N 7TH AVE W CAMPBELL AVE N 7TH AVE W CAMPBELL AVE

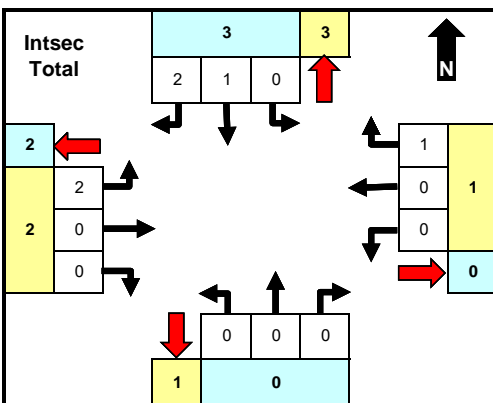
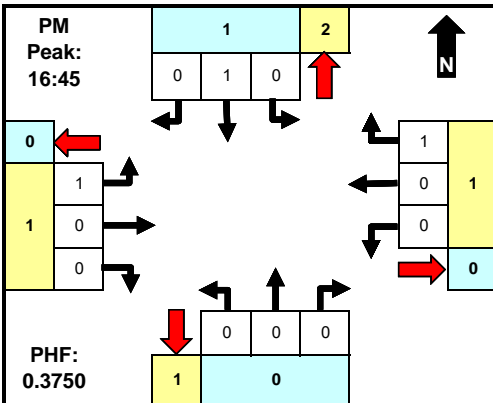
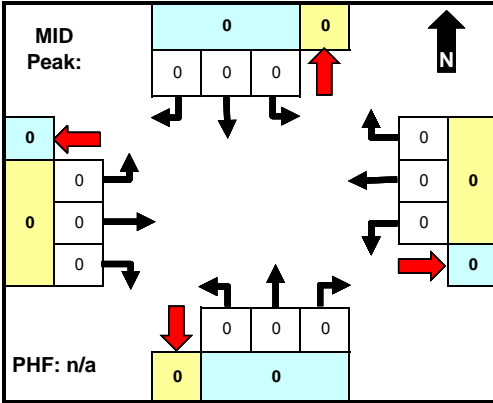
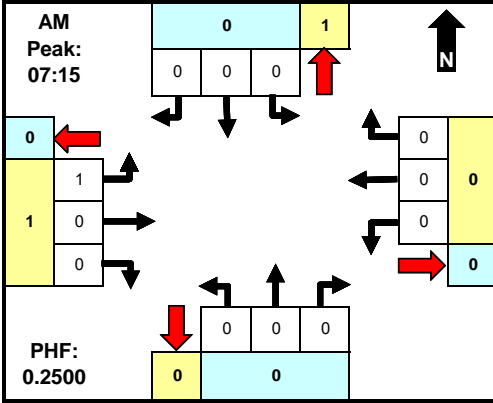


Table with columns: Time, LT, Thru, RT, U for each of the four directions (North, East, South, West), and a TOTAL column. Rows list times from 0:00 to 23:45 in 15-second intervals.

Summary table with columns: North, East, South, West, Total. Sub-columns for Approach (App) and Departure (Dep). Rows for AM, MID, PM, and Total.

Comments

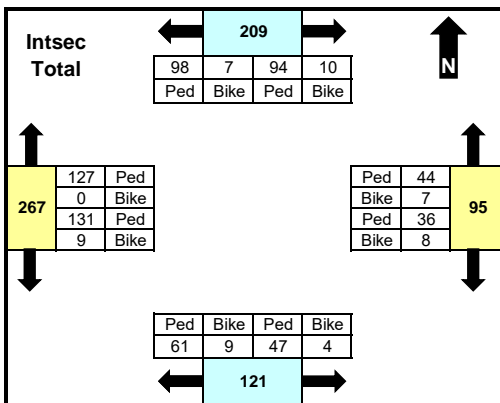
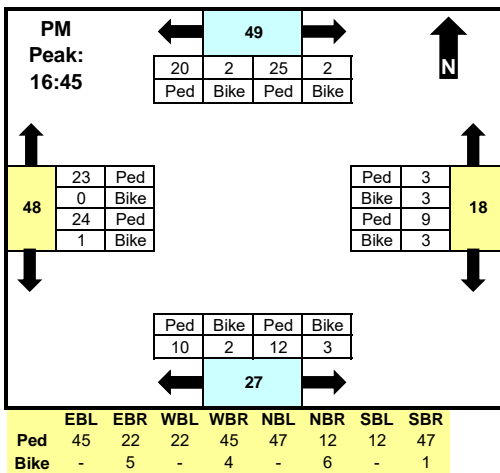
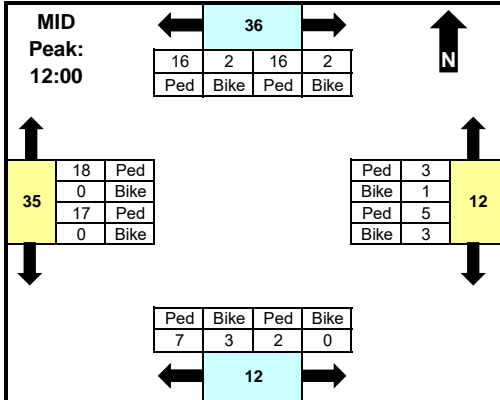
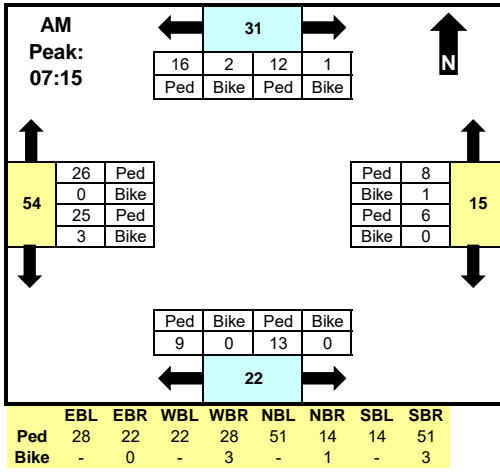
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

Summary table for peak periods: AM Peak Hr (7:15), MID Peak Hr (11:45), PM Peak Hr (16:45). Rows for Pk Vol and PHF for each direction and total.



Intersection ID: 1805117
Count Date: 11/29/2018

7TH AVE & W CAMELBACK RD



Summary table with columns: North (CW, CCW), East (CW, CCW), South (CW, CCW), West (CW, CCW), Total. Rows for AM, MID, PM, and Total.

CW = Clockwise
CCW = Counter-clockwise

Comments

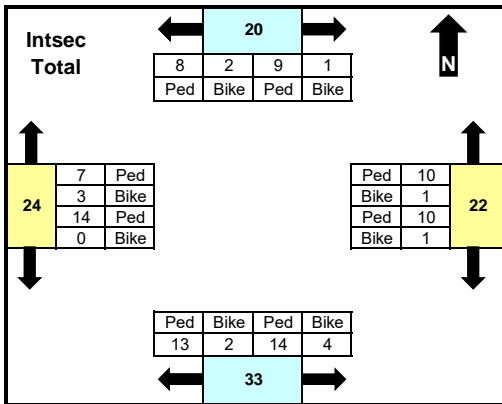
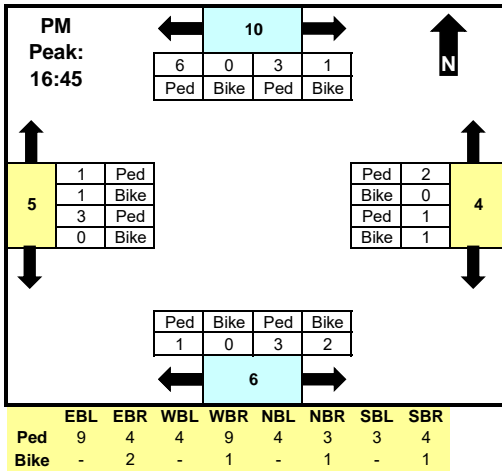
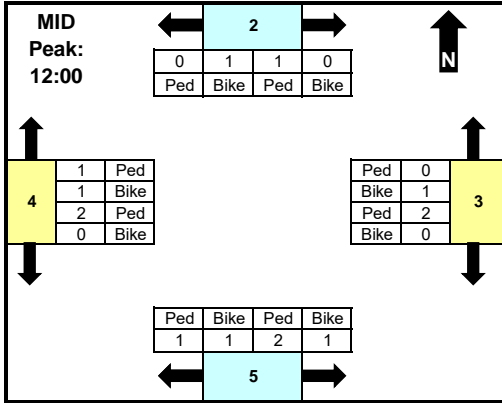
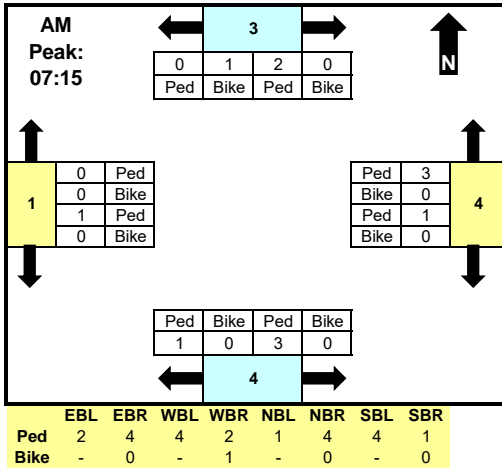
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Main data table with columns: Time, North Leg (CW, CCW), East Leg (CW, CCW), South Leg (CW, CCW), West Leg (CW, CCW), INTSEC, TOTAL. Rows for every 15-minute interval from 0:00 to 23:45.



Intersection ID: 1805116
Count Date: 11/27/2018

N 7TH AVE & W MISSOURI AVE



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	2	1	1	3	1	3	0	1	12
MID	1	1	2	1	2	3	2	2	14
PM	4	6	2	2	1	5	2	3	25
Total	10	10	11	11	15	18	10	14	99

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

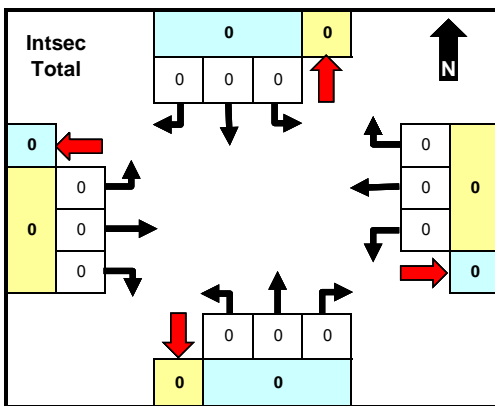
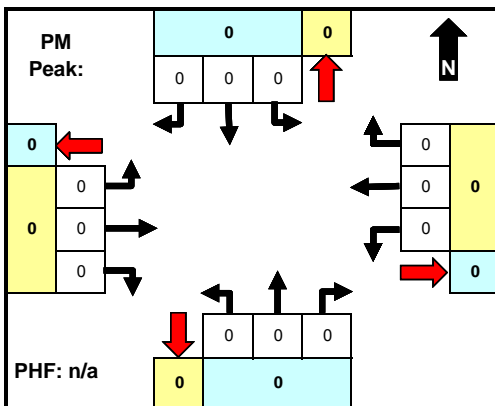
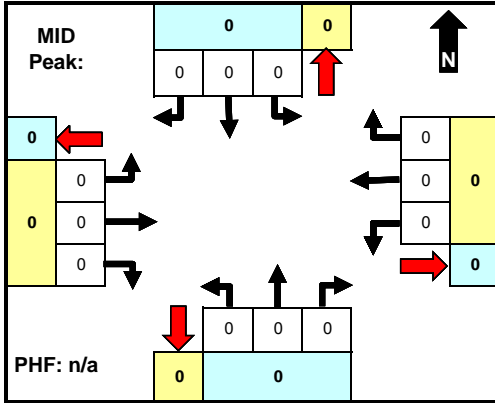
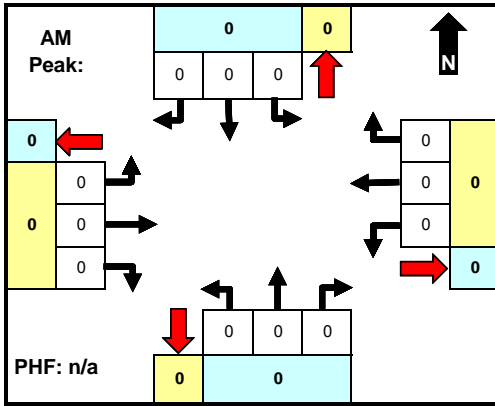
Time	North Leg		East Leg		South Leg		West Leg		INTSEC								
	CW	CCW	CW	CCW	CW	CCW	CW	CCW									
0:00									0								
0:15									0								
0:30									0								
0:45									0								
1:00									0								
1:15									0								
1:30									0								
1:45									0								
2:00									0								
2:15									0								
2:30									0								
2:45									0								
3:00									0								
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4:45									0								
5:00									0								
5:15									0								
5:30									0								
5:45									0								
6:00									0								
6:15									0								
6:30	0	0	0	0	0	0	0	1	0								
6:45	0	0	0	0	2	0	2	0	12								
7:00	0	0	0	0	0	0	1	0	0								
7:15	1	0	0	1	0	2	0	0	6								
7:30	0	0	0	0	0	0	0	0	0								
7:45	1	0	0	0	1	0	0	0	3								
8:00	0	0	0	0	0	1	0	0	3								
8:15	0	0	0	0	0	0	0	0	0								
8:30									0								
8:45									0								
9:00									0								
9:15									0								
9:30									0								
9:45									0								
10:00									0								
10:15									0								
10:30									0								
10:45									0								
11:00	0	0	0	0	1	0	1	0	4								
11:15	0	0	0	0	0	0	0	0	1								
11:30	0	0	0	0	0	1	0	0	2								
11:45	0	0	1	0	1	0	0	1	6								
12:00	1	0	0	0	2	0	1	0	6								
12:15	0	0	0	1	0	0	1	0	4								
12:30	0	0	0	0	0	0	0	0	2								
12:45	0	0	0	0	0	0	1	1	2								
13:00									0								
13:15									0								
13:30									0								
13:45									0								
14:00									0								
14:15									0								
14:30									0								
14:45									0								
15:00									0								
15:15									0								
15:30									0								
15:45									0								
16:00	1	0	1	0	2	0	0	0	5								
16:15	0	0	0	0	0	0	0	2	5								
16:30	2	0	0	0	0	0	0	0	6								
16:45	2	0	2	0	0	0	0	1	5								
17:00	0	0	1	0	1	0	0	0	3								
17:15	0	0	0	0	0	2	0	3	8								
17:30	1	1	3	0	0	1	0	0	9								
17:45	0	0	0	0	0	0	0	1	3								
18:00									0								
18:15									0								
18:30									0								
18:45									0								
19:00									0								
19:15									0								
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22:00									0								
22:15									0								
22:30									0								
22:45									0								
23:00									0								
23:15									0								
23:30									0								
23:45									0								
Total	9	1	8	2	10	1	10	1	13	2	14	4	7	3	14	0	99

AM Peak Hr:																		7:15
Pk Vol	2	0	0	1	1	0	3	0	1	0	3	0	0	0	1	0	12	
MID Peak Hr:																		12:00
Pk Vol	1	0	0	1	2	0	0	1	1	1	2	1	1	1	2	0	14	
PM Peak Hr:																		16:45
Pk Vol	3	1	6	0	1	1	2	0	1	0	3	2	1	1	3	0	25	



Intersection ID: 1805116
Count Date: 11/27/2018

N 7TH AVE & W MISSOURI AVE



Summary table with columns: North, East, South, West, Total. Sub-columns: App, Dep. Rows: AM, MID, PM, Total.

Main data table with columns: Time, LT, Thru, RT, U for four directions (SB, WB, NB, EB) and a TOTAL column. Rows list times from 0:00 to 23:45.

Comments

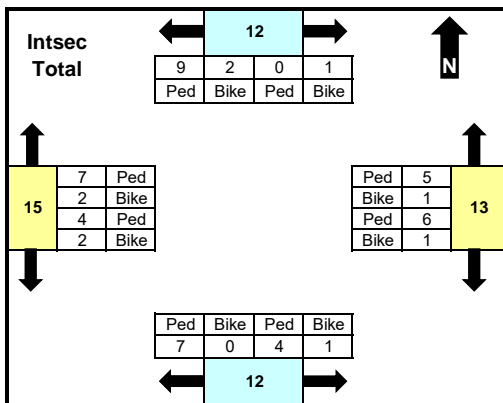
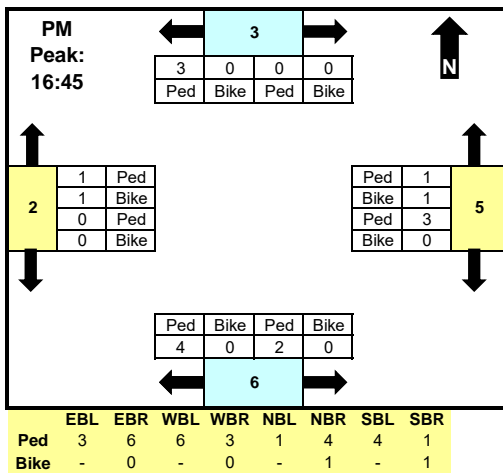
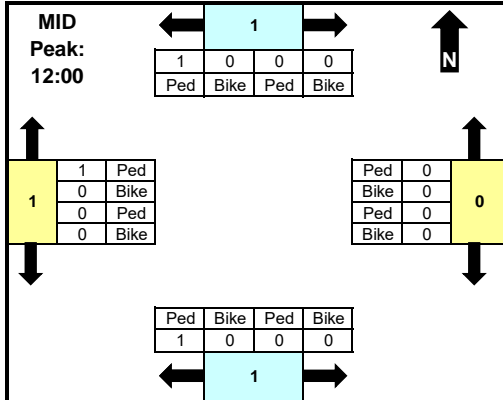
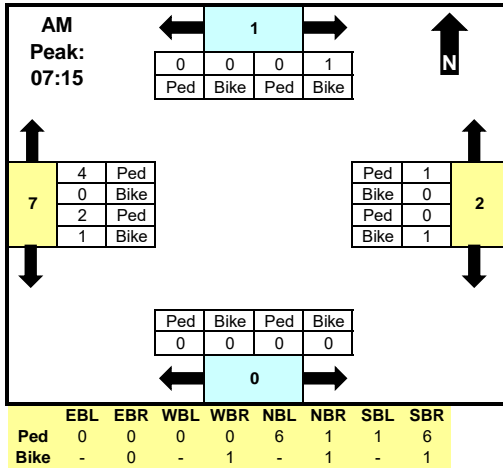
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

Summary table for peak periods: AM Peak Hr (7:15), MID Peak Hr (12:00), PM Peak Hr (16:45). Includes Pk Vol and PHF for each direction.



Intersection ID: 1805115
Count Date: 11/27/2018

N 7TH AVE & W BETHANY HOME RD



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	1	0	1	1	0	0	4	3	10
MID	0	1	0	0	1	0	1	0	3
PM	0	3	3	2	4	2	2	0	16
Total	1	11	7	6	7	5	9	6	52

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

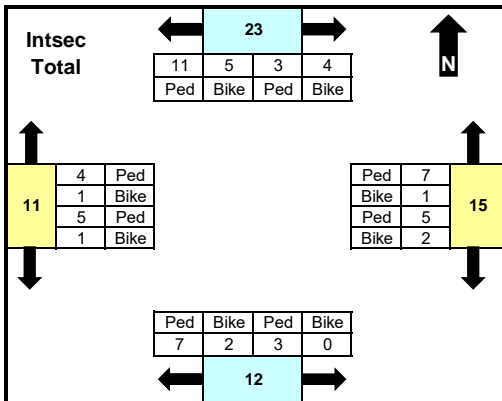
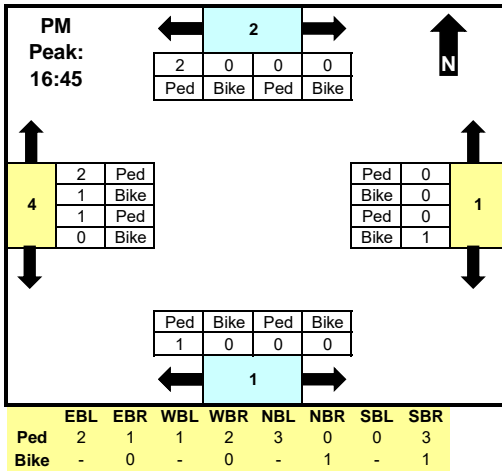
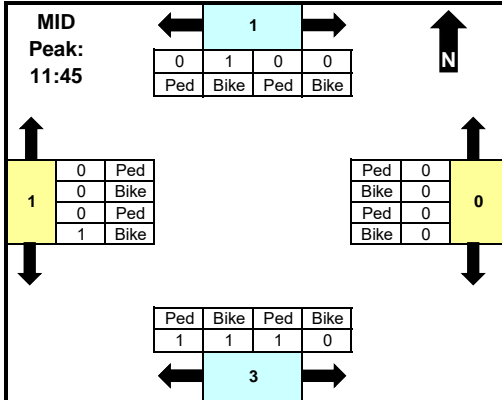
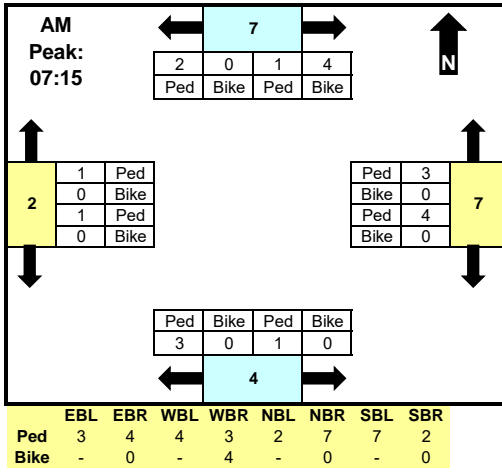
Time	North Leg		East Leg		South Leg		West Leg		INTSEC	TOTAL						
	CW	CCW	CW	CCW	CW	CCW	CW	CCW								
0:00										0						
0:15										0						
0:30										0						
0:45										0						
1:00										0						
1:15										0						
1:30										0						
1:45										0						
2:00										0						
2:15										0						
2:30										0						
2:45										0						
3:00										0						
3:15										0						
3:30										0						
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5:15										0						
5:30										0						
5:45										0						
6:00										0						
6:15										0						
6:30	0	0	0	0	0	0	0	0	0	0						
6:45	0	0	0	0	0	0	0	0	0	0						
7:00	0	0	0	0	0	0	0	0	1	0						
7:15	0	0	0	0	0	1	0	0	0	0						
7:30	0	0	0	0	0	1	0	0	0	1						
7:45	0	1	0	0	0	0	0	0	4	2						
8:00	0	0	0	0	0	0	0	0	0	0						
8:15	0	0	0	0	0	0	0	0	0	0						
8:30										0						
8:45										0						
9:00										0						
9:15										0						
9:30										0						
9:45										0						
10:00										0						
10:15										0						
10:30										0						
10:45										0						
11:00	0	0	0	0	0	0	0	0	0	0						
11:15	0	0	1	0	1	0	0	0	0	2						
11:30	0	0	0	0	0	0	0	0	0	0						
11:45	0	0	2	1	2	0	1	0	0	7						
12:00	0	0	0	0	0	0	0	0	0	0						
12:15	0	0	0	0	0	0	0	0	0	0						
12:30	0	0	0	0	0	0	0	0	1	0						
12:45	0	0	1	0	0	0	0	1	0	2						
13:00										0						
13:15										0						
13:30										0						
13:45										0						
14:00										0						
14:15										0						
14:30										0						
14:45										0						
15:00										0						
15:15										0						
15:30										0						
15:45										0						
16:00	0	0	1	0	0	0	0	0	0	2						
16:15	0	0	0	0	0	0	1	0	0	1						
16:30	0	0	1	1	0	0	0	0	1	4						
16:45	0	0	0	0	0	0	0	1	1	3						
17:00	0	0	2	0	0	0	0	1	0	3						
17:15	0	0	1	0	0	0	1	0	0	4						
17:30	0	0	0	0	3	0	0	3	0	6						
17:45	0	0	0	0	0	0	1	0	0	4						
18:00										0						
18:15										0						
18:30										0						
18:45										0						
19:00										0						
19:15										0						
19:30										0						
19:45										0						
20:00										0						
20:15										0						
20:30										0						
20:45										0						
21:00										0						
21:15										0						
21:30										0						
21:45										0						
22:00										0						
22:15										0						
22:30										0						
22:45										0						
23:00										0						
23:15										0						
23:30										0						
23:45										0						
Total	0	1	9	2	6	1	5	1	7	4	1	7	2	4	2	52

AM Peak Hr:																7:15
Pk Vol	0	1	0	0	0	1	1	0	0	0	0	4	0	2	1	10
MID Peak Hr:																12:00
Pk Vol	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	3
PM Peak Hr:																16:45
Pk Vol	0	0	3	0	3	0	1	1	4	0	2	0	1	1	0	16



Intersection ID: 1805114
Count Date: 11/27/2018

N 7TH AVE & W MARYLAND AVE



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	5	2	4	3	3	1	1	1	20
MID	0	1	0	0	2	1	0	1	5
PM	0	2	1	0	1	0	3	1	8
Total	7	16	7	8	9	3	5	6	61

CW = Clockwise
CCW = Counter-clockwise

Comments

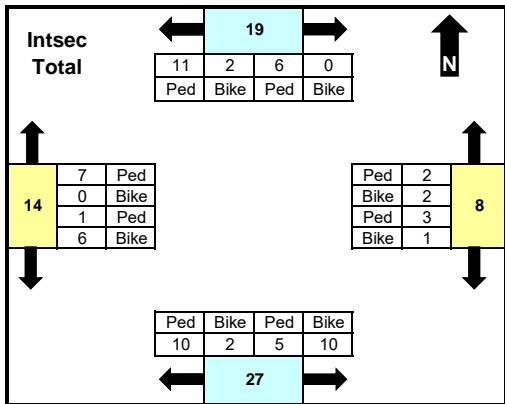
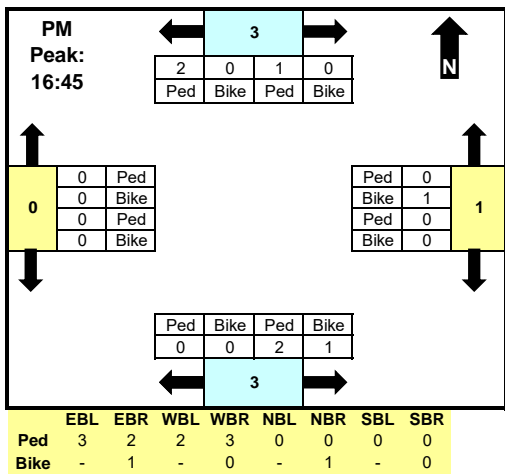
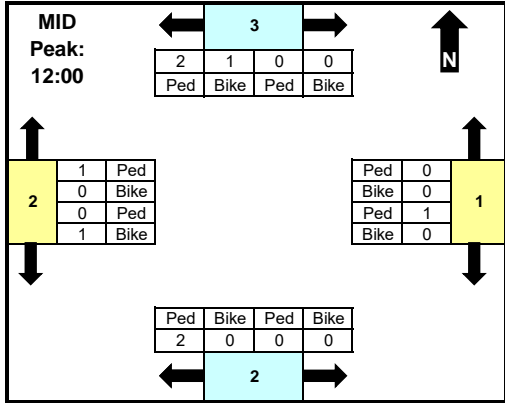
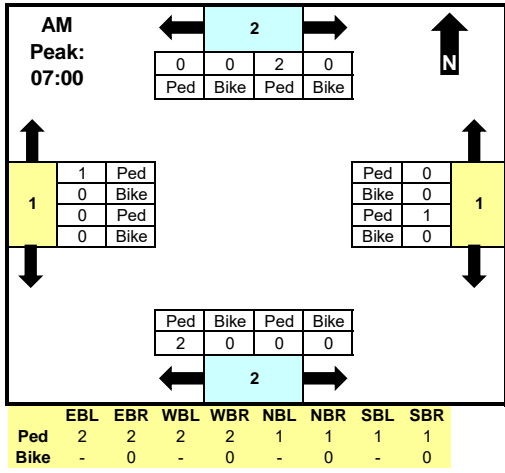
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Time	North Leg		East Leg		South Leg		West Leg		INTSEC
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
0:00									0
0:15									0
0:30									0
0:45									0
1:00									0
1:15									0
1:30									0
1:45									0
2:00									0
2:15									0
2:30									0
2:45									0
3:00									0
3:15									0
3:30									0
3:45									0
4:00									0
4:15									0
4:30									0
4:45									0
5:00									0
5:15									0
5:30									0
5:45									0
6:00									0
6:15									0
6:30	0	0	2	0	0	0	2	0	4
6:45	1	0	0	1	0	0	0	1	3
7:00	0	0	0	0	0	0	0	0	1
7:15	0	0	1	0	1	0	0	0	3
7:30	0	1	0	0	1	0	1	0	4
7:45	1	0	0	0	1	0	2	0	5
8:00	0	3	1	0	1	0	0	1	8
8:15	1	0	0	0	1	0	1	0	3
8:30									0
8:45									0
9:00									0
9:15									0
9:30									0
9:45									0
10:00									0
10:15									0
10:30									0
10:45									0
11:00	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	1	0	1
12:15	0	0	0	0	0	0	0	0	2
12:30	0	0	0	1	0	0	1	0	2
12:45	0	0	0	0	0	0	1	0	1
13:00									0
13:15									0
13:30									0
13:45									0
14:00									0
14:15									0
14:30									0
14:45									0
15:00									0
15:15									0
15:30									0
15:45									0
16:00	0	0	3	1	0	0	0	1	6
16:15	0	0	1	0	0	1	1	0	4
16:30	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	1	0	0	1
17:00	0	0	1	0	0	0	0	0	4
17:15	0	0	1	0	0	0	1	0	2
17:30	0	0	0	0	0	0	0	0	1
17:45	0	0	0	2	0	0	2	0	4
18:00									0
18:15									0
18:30									0
18:45									0
19:00									0
19:15									0
19:30									0
19:45									0
20:00									0
20:15									0
20:30									0
20:45									0
21:00									0
21:15									0
21:30									0
21:45									0
22:00									0
22:15									0
22:30									0
22:45									0
23:00									0
23:15									0
23:30									0
23:45									0
Total	3	4	11	5	5	2	7	1	61
AM Peak Hr:									7:15
Pk Vol	1	4	2	0	4	0	3	0	20
MID Peak Hr:									11:45
Pk Vol	0	0	0	1	0	0	0	1	5
PM Peak Hr:									16:45
Pk Vol	0	0	2	0	0	1	0	0	8



Intersection ID: 1805113
Count Date: 11/27/2018

N 7TH AVE & W GLENDALE AVE



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	2	0	1	0	2	0	1	0	6
MID	0	3	1	0	2	0	1	1	8
PM	1	2	0	1	0	3	0	0	7
Total	6	13	4	4	12	15	7	7	68

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

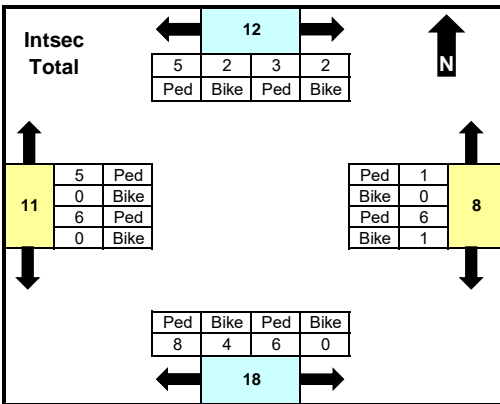
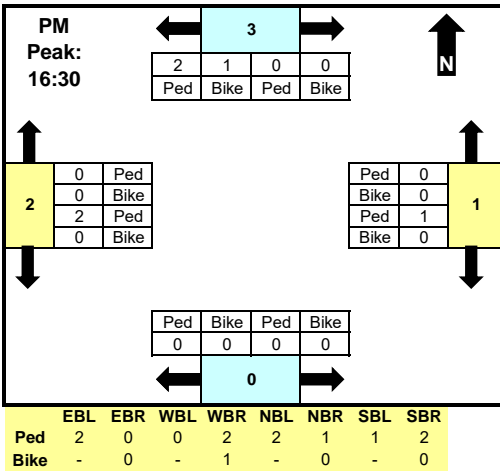
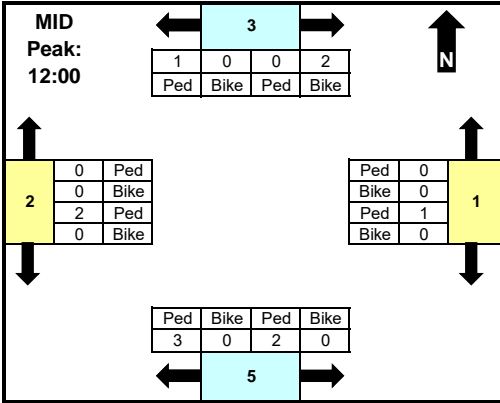
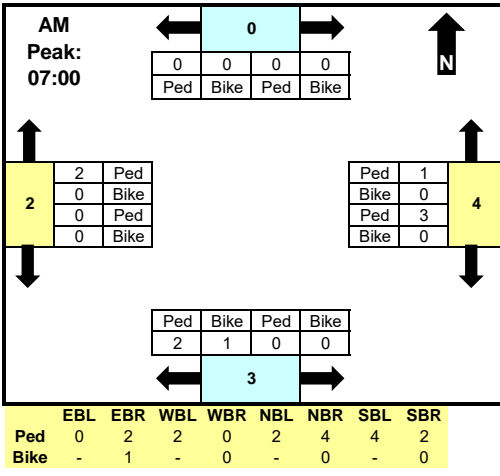
Time	North Leg		East Leg		South Leg		West Leg		INTSEC							
	CW	CCW	CW	CCW	CW	CCW	CW	CCW								
0:00									0							
0:15									0							
0:30									0							
0:45									0							
1:00									0							
1:15									0							
1:30									0							
1:45									0							
2:00									0							
2:15									0							
2:30									0							
2:45									0							
3:00									0							
3:15									0							
3:30									0							
3:45									0							
4:00									0							
4:15									0							
4:30									0							
4:45									0							
5:00									0							
5:15									0							
5:30									0							
5:45									0							
6:00									0							
6:15									0							
6:30	0	0	0	0	0	0	1	0	1							
6:45	0	0	0	0	0	0	0	0	0							
7:00	0	0	0	0	0	0	0	1	0							
7:15	0	0	0	0	0	0	0	0	0							
7:30	1	0	0	0	0	0	0	0	1							
7:45	1	0	0	0	0	0	0	0	1							
8:00	0	0	0	0	0	0	1	0	0							
8:15	0	0	1	0	0	0	0	0	0							
8:30									0							
8:45									0							
9:00									0							
9:15									0							
9:30									0							
9:45									0							
10:00									0							
10:15									0							
10:30									0							
10:45									0							
11:00	0	0	1	0	0	0	0	1	0							
11:15	1	0	2	0	0	0	0	2	1							
11:30	0	0	0	0	0	0	0	1	0							
11:45	0	0	0	0	0	0	1	0	0							
12:00	0	0	0	0	0	0	0	0	0							
12:15	0	0	0	1	0	0	0	0	0							
12:30	0	0	0	0	0	0	1	0	0							
12:45	0	0	2	0	1	0	0	0	0							
13:00									0							
13:15									0							
13:30									0							
13:45									0							
14:00									0							
14:15									0							
14:30									0							
14:45									0							
15:00									0							
15:15									0							
15:30									0							
15:45									0							
16:00	2	0	2	0	0	0	0	0	0							
16:15	0	0	0	0	0	1	0	0	0							
16:30	0	0	1	1	1	0	0	1	0							
16:45	0	0	0	0	0	0	0	0	0							
17:00	1	0	0	0	0	0	1	0	1							
17:15	0	0	1	0	0	0	0	0	0							
17:30	0	0	1	0	0	0	0	1	0							
17:45	0	0	0	0	0	0	0	0	0							
18:00									0							
18:15									0							
18:30									0							
18:45									0							
19:00									0							
19:15									0							
19:30									0							
19:45									0							
20:00									0							
20:15									0							
20:30									0							
20:45									0							
21:00									0							
21:15									0							
21:30									0							
21:45									0							
22:00									0							
22:15									0							
22:30									0							
22:45									0							
23:00									0							
23:15									0							
23:30									0							
23:45									0							
Total	6	0	11	2	3	1	2	2	10	5	10	7	0	1	6	68

	AM Peak Hr: 7:00	MID Peak Hr: 12:00	PM Peak Hr: 16:45
PK Vol	2	0	1



Intersection ID: 1805112
Count Date: 11/27/2018

N 7TH AVE & W NORTHERN AVE



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	0	0	3	1	3	0	2	0	9
MID	2	1	1	0	3	2	0	2	11
PM	0	3	1	0	0	0	0	2	6
Total	5	7	7	1	12	6	5	6	49

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Time	North Leg		East Leg		South Leg		West Leg		INTSEC
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
0:00									0
0:15									0
0:30									0
0:45									0
1:00									0
1:15									0
1:30									0
1:45									0
2:00									0
2:15									0
2:30									0
2:45									0
3:00									0
3:15									0
3:30									0
3:45									0
4:00									0
4:15									0
4:30									0
4:45									0
5:00									0
5:15									0
5:30									0
5:45									0
6:00									0
6:15									0
6:30	0	0	0	0	0	0	0	0	1
6:45	0	0	0	0	0	0	0	0	1
7:00	0	0	0	0	1	0	0	0	2
7:15	0	0	0	0	0	1	0	1	3
7:30	0	0	0	0	2	0	0	0	2
7:45	0	0	0	0	0	0	1	0	2
8:00	0	0	0	0	0	0	1	0	2
8:15	0	0	0	0	0	0	0	1	2
8:30									0
8:45									0
9:00									0
9:15									0
9:30									0
9:45									0
10:00									0
10:15									0
10:30									0
10:45									0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	1
11:30	0	0	0	0	0	0	0	1	1
11:45	0	0	1	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	2	1	3
12:30	0	2	1	0	0	0	1	0	6
12:45	0	0	0	0	1	0	0	0	2
13:00									0
13:15									0
13:30									0
13:45									0
14:00									0
14:15									0
14:30									0
14:45									0
15:00									0
15:15									0
15:30									0
15:45									0
16:00	0	0	0	0	0	0	2	0	4
16:15	1	0	0	1	1	1	0	2	7
16:30	0	0	1	1	1	0	0	0	5
16:45	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	1	0	0	0	0	0	1
17:30	2	0	1	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0
18:00									0
18:15									0
18:30									0
18:45									0
19:00									0
19:15									0
19:30									0
19:45									0
20:00									0
20:15									0
20:30									0
20:45									0
21:00									0
21:15									0
21:30									0
21:45									0
22:00									0
22:15									0
22:30									0
22:45									0
23:00									0
23:15									0
23:30									0
23:45									0
Total	3	2	5	2	6	1	1	0	49

AM Peak Hr:										7:00								
Pk Vol	0	0	0	0	3	0	1	0	2	1	0	0	2	0	0	0	0	9
MID Peak Hr:										12:00								
Pk Vol	0	2	1	0	1	0	0	0	3	0	2	0	0	0	2	0	0	11
PM Peak Hr:										16:30								
Pk Vol	0	0	2	1	1	0	0	0	0	0	0	0	0	0	2	0	0	6

Appendix F

7th Street Existing Traffic Counts



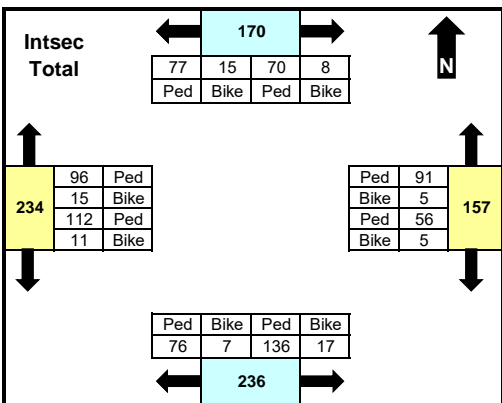
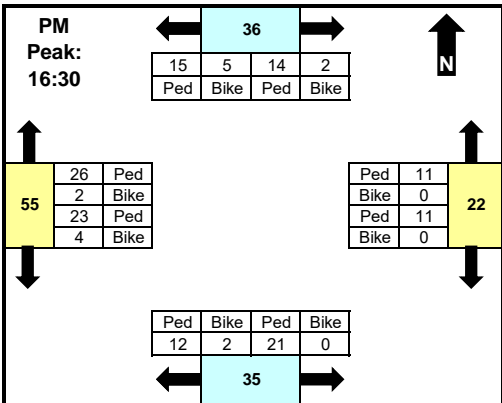
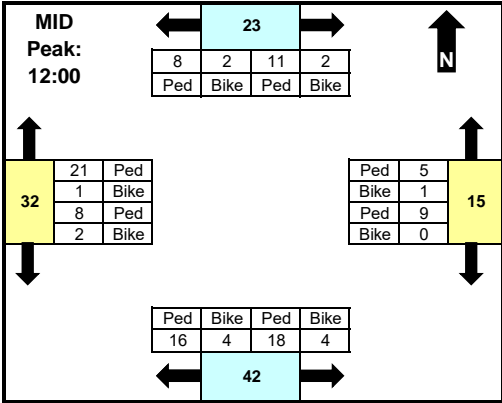
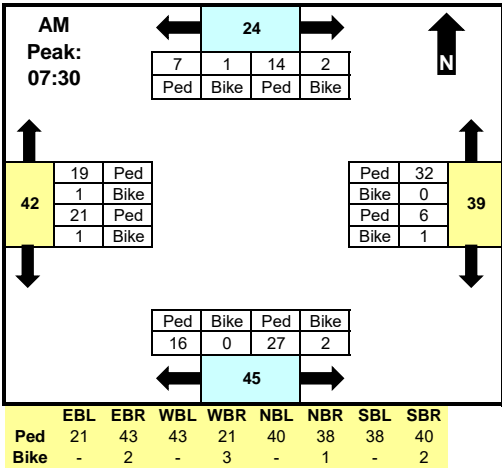
Intersection ID: 1805125
Count Date: 11/29/2018

N 7TH ST & E MCDOWELL RD

North Leg East Leg South Leg West Leg INTSEC

CW CCW CW CCW CW CCW CW CCW

Main data table with columns: Time, Ped, Bike, CW, CCW for each leg, and TOTAL. Rows include times from 0:00 to 23:45.



Summary table with columns: North, East, South, West, Total. Rows: AM, MID, PM, Total.

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

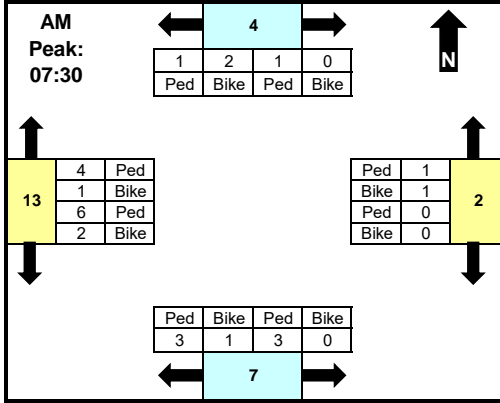
Summary table for peak periods: AM Peak Hr (7:30), MID Peak Hr (12:00), PM Peak Hr (16:30) with columns for Ped, Bike, CW, CCW, and TOTAL.



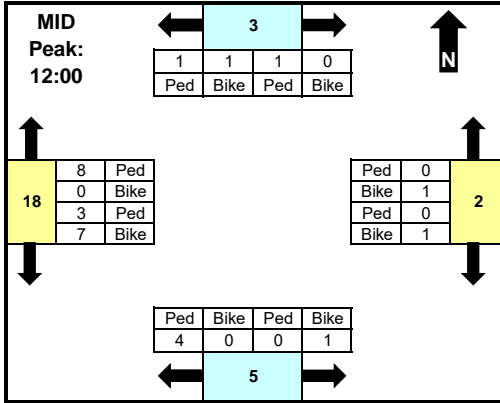
Intersection ID: 1805126
Count Date: 11/29/2018

N 7TH ST & E PALM LN

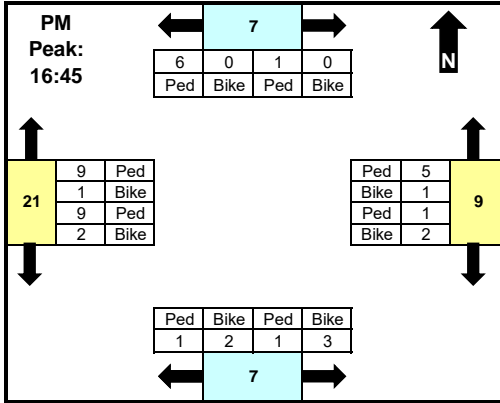
North Leg East Leg South Leg West Leg INTSEC
CW CCW CW CCW CW CCW CW CCW



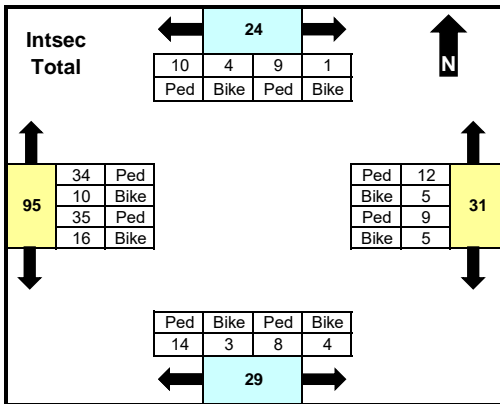
	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	2	6	6	2	10	1	1	10
Bike	-	1	-	2	-	1	-	3



	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	1	1	1	1	0	0	0	0
Bike	0	0	0	0	0	0	0	0



	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	7	2	2	7	18	6	6	18
Bike	-	5	-	0	-	3	-	3



	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	10	4	9	1	0	0	0	0
Bike	0	0	0	0	0	0	0	0

	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	1	3	0	2	4	3	5	8	26
MID	1	2	1	1	4	1	8	10	28
PM	1	6	3	6	3	4	10	11	44
Total	10	14	14	17	17	12	44	51	179

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

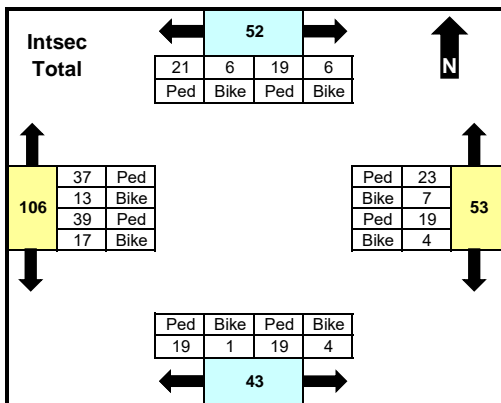
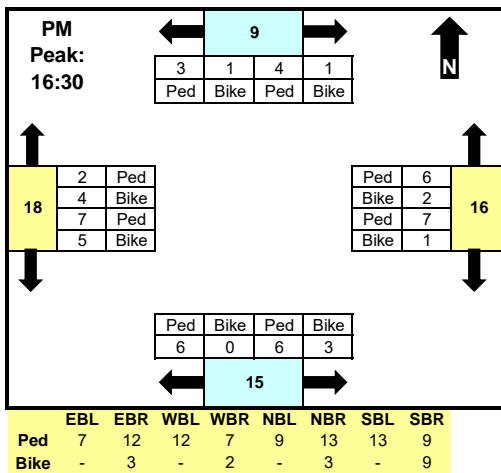
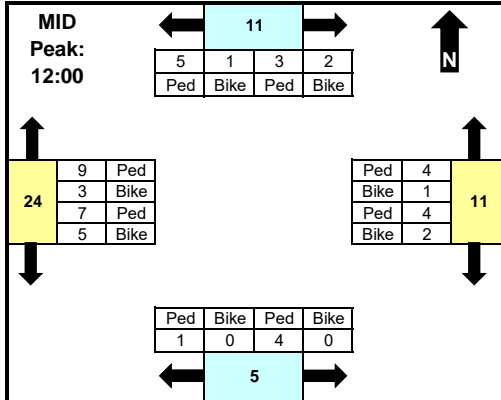
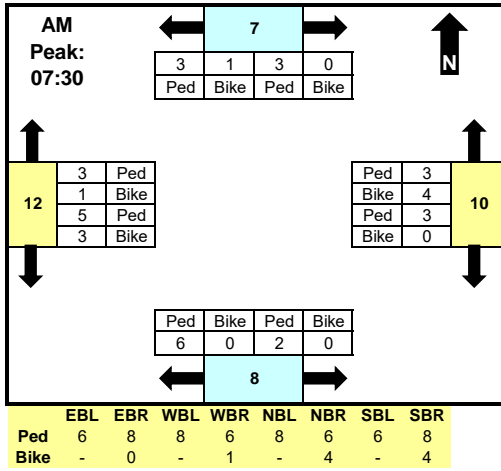
Time	North Leg		East Leg		South Leg		West Leg		TOTAL								
	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike									
0:00									0								
0:15									0								
0:30									0								
0:45									0								
1:00									0								
1:15									0								
1:30									0								
1:45									0								
2:00									0								
2:15									0								
2:30									0								
2:45									0								
3:00									0								
3:15									0								
3:30									0								
3:45									0								
4:00									0								
4:15									0								
4:30									0								
4:45									0								
5:00									0								
5:15									0								
5:30									0								
5:45									0								
6:00									0								
6:15									0								
6:30	0	0	0	0	2	0	0	2	0								
6:45	0	0	0	0	0	0	0	0	0								
7:00	0	0	0	1	2	0	0	0	0								
7:15	0	0	0	0	0	0	0	0	0								
7:30	1	0	0	0	0	0	1	0	2								
7:45	0	0	1	1	0	0	0	1	0								
8:00	0	0	0	1	0	0	0	1	0								
8:15	0	0	0	0	0	0	1	1	0								
8:30									0								
8:45									0								
9:00									0								
9:15									0								
9:30									0								
9:45									0								
10:00									0								
10:15									0								
10:30									0								
10:45									0								
11:00	0	0	0	0	0	0	0	0	0								
11:15	0	0	0	0	1	0	0	2	0								
11:30	0	0	0	0	0	1	0	0	0								
11:45	0	0	0	0	1	0	2	1	0								
12:00	0	0	0	0	0	0	1	0	0								
12:15	0	0	0	0	0	1	0	1	0								
12:30	1	0	1	0	0	0	0	3	0								
12:45	0	0	0	1	0	0	0	0	1								
13:00									0								
13:15									0								
13:30									0								
13:45									0								
14:00									0								
14:15									0								
14:30									0								
14:45									0								
15:00									0								
15:15									0								
15:30									0								
15:45									0								
16:00	0	0	0	0	2	0	2	0	0								
16:15	0	0	0	0	0	0	1	1	0								
16:30	2	1	1	0	0	0	0	1	0								
16:45	0	0	2	0	0	0	2	0	0								
17:00	0	0	4	0	0	0	3	0	0								
17:15	0	0	0	0	1	1	0	1	0								
17:30	1	0	0	0	0	1	0	0	0								
17:45	4	0	1	0	0	1	1	0	0								
18:00									0								
18:15									0								
18:30									0								
18:45									0								
19:00									0								
19:15									0								
19:30									0								
19:45									0								
20:00									0								
20:15									0								
20:30									0								
20:45									0								
21:00									0								
21:15									0								
21:30									0								
21:45									0								
22:00									0								
22:15									0								
22:30									0								
22:45									0								
23:00									0								
23:15									0								
23:30									0								
23:45									0								
Total	9	1	10	4	9	5	12	5	14	3	8	4	34	10	35	16	179

AM Peak Hr:	7:30																
PK Vol	1	0	1	2	0	0	1	1	3	1	3	0	4	1	6	2	26
MID Peak Hr:	12:00																
PK Vol	1	0	1	1	0	1	0	1	4	0	0	1	8	0	3	7	28
PM Peak Hr:	16:45																
PK Vol	1	0	6	0	1	2	5	1	1	2	1	3	9	1	9	2	44



Intersection ID: 1805127
Count Date: 11/29/2018

N 7TH ST & E VIRGINIA AVE



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	3	4	3	7	6	2	4	8	37
MID	5	6	6	5	1	4	12	12	51
PM	5	4	8	8	6	9	6	12	58
Total	25	27	23	30	20	23	50	56	254

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Time	North Leg		East Leg		South Leg		West Leg		INTSEC								
	CW	CCW	CW	CCW	CW	CCW	CW	CCW									
0:00									0								
0:15									0								
0:30									0								
0:45									0								
1:00									0								
1:15									0								
1:30									0								
1:45									0								
2:00									0								
2:15									0								
2:30									0								
2:45									0								
3:00									0								
3:15									0								
3:30									0								
3:45									0								
4:00									0								
4:15									0								
4:30									0								
4:45									0								
5:00									0								
5:15									0								
5:30									0								
5:45									0								
6:00									0								
6:15									0								
6:30	0	0	2	0	0	0	1	0	0	6							
6:45	1	0	0	0	1	0	0	0	0	2							
7:00	0	0	0	0	0	0	0	0	0	1							
7:15	0	0	0	0	1	0	1	0	2	0	6						
7:30	0	0	1	0	1	0	1	0	0	1	7						
7:45	1	0	0	0	0	0	1	1	3	0	12						
8:00	1	0	1	1	0	0	0	1	0	0	6						
8:15	1	0	1	0	2	0	1	2	2	0	12						
8:30											0						
8:45											0						
9:00											0						
9:15											0						
9:30											0						
9:45											0						
10:00											0						
10:15											0						
10:30											0						
10:45											0						
11:00	0	0	0	1	0	0	1	0	0	0	5						
11:15	1	0	0	0	0	0	0	0	1	0	15						
11:30	3	0	4	0	0	1	0	0	0	2	14						
11:45	0	0	1	0	0	0	2	0	0	1	10						
12:00	1	1	2	1	1	0	1	0	1	0	17						
12:15	1	0	0	0	0	2	1	0	0	2	8						
12:30	1	1	3	0	3	0	3	0	1	0	20						
12:45	0	0	0	0	0	0	0	0	2	0	6						
13:00											0						
13:15											0						
13:30											0						
13:45											0						
14:00											0						
14:15											0						
14:30											0						
14:45											0						
15:00											0						
15:15											0						
15:30											0						
15:45											0						
16:00	1	1	0	1	1	0	1	0	4	0	15						
16:15	1	0	1	0	1	0	2	0	1	0	11						
16:30	2	0	1	0	2	0	4	0	2	0	21						
16:45	2	1	2	0	4	0	1	0	4	3	23						
17:00	0	0	0	1	0	0	0	0	0	1	4						
17:15	0	0	0	0	1	1	1	2	0	0	10						
17:30	1	0	0	0	1	0	1	0	0	0	11						
17:45	1	2	2	1	0	0	0	0	0	1	12						
18:00											0						
18:15											0						
18:30											0						
18:45											0						
19:00											0						
19:15											0						
19:30											0						
19:45											0						
20:00											0						
20:15											0						
20:30											0						
20:45											0						
21:00											0						
21:15											0						
21:30											0						
21:45											0						
22:00											0						
22:15											0						
22:30											0						
22:45											0						
23:00											0						
23:15											0						
23:30											0						
23:45											0						
Total	19	6	21	6	19	4	23	7	19	1	19	4	37	13	39	17	254

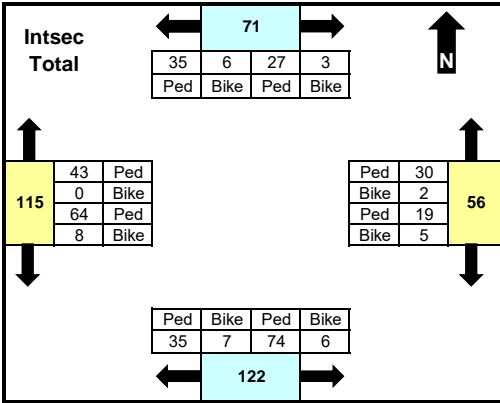
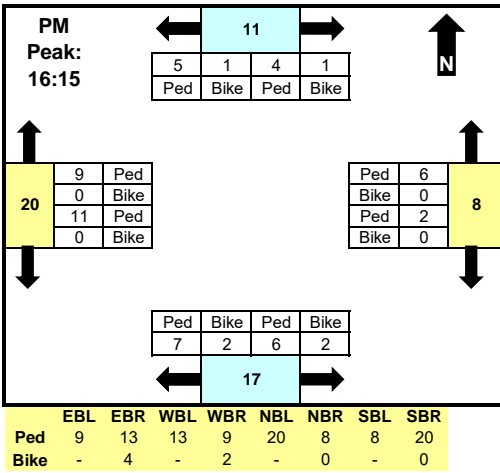
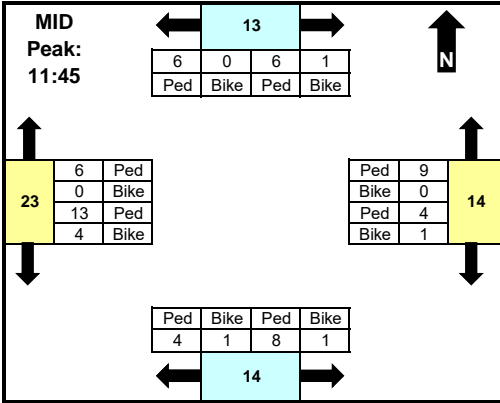
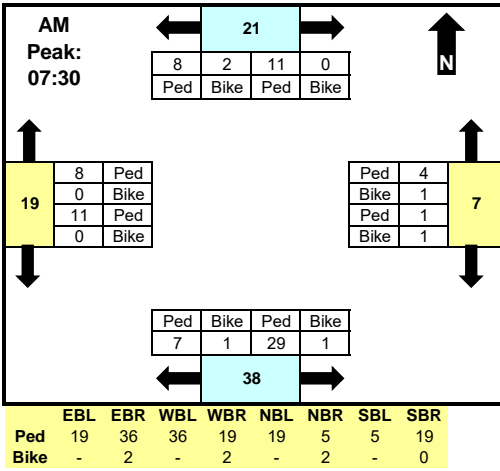
AM Peak Hr:	7:30																
Pk Vol	3	0	3	1	3	0	3	4	6	0	2	0	3	1	5	3	37
MID Peak Hr:	12:00																
Pk Vol	3	2	5	1	4	2	4	1	1	0	4	0	9	3	7	5	51
PM Peak Hr:	16:30																
Pk Vol	4	1	3	1	7	1	6	2	6	0	6	3	2	4	7	5	58



Intersection ID: 1805128
Count Date: 11/29/2018

N 7TH ST & E THOMAS RD

North Leg East Leg South Leg West Leg INTSEC
CW CCW CW CCW CW CCW CW CCW



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	11	10	2	5	8	30	8	11	85
MID	7	6	5	9	5	9	6	17	64
PM	5	6	2	6	9	8	9	11	56
Total	30	41	24	32	42	80	43	72	364

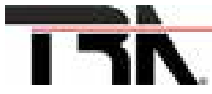
CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Time	North Leg		East Leg		South Leg		West Leg		TOTAL
	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	
0:00									0
0:15									0
0:30									0
0:45									0
1:00									0
1:15									0
1:30									0
1:45									0
2:00									0
2:15									0
2:30									0
2:45									0
3:00									0
3:15									0
3:30									0
3:45									0
4:00									0
4:15									0
4:30									0
4:45									0
5:00									0
5:15									0
5:30									0
5:45									0
6:00									0
6:15									0
6:30	0	0	2	0	2	0	1	0	12
6:45	0	0	0	0	0	1	1	0	10
7:00	0	0	0	0	2	0	0	0	10
7:15	0	0	4	0	4	0	0	5	17
7:30	2	0	0	2	0	0	1	1	21
7:45	7	0	2	0	1	2	0	2	32
8:00	1	0	6	0	1	1	0	4	21
8:15	1	0	0	0	0	1	0	0	11
8:30									0
8:45									0
9:00									0
9:15									0
9:30									0
9:45									0
10:00									0
10:15									0
10:30									0
10:45									0
11:00	0	1	2	1	0	0	1	0	13
11:15	0	0	0	1	2	1	0	1	11
11:30	0	0	1	1	0	1	0	2	14
11:45	2	0	1	0	0	0	1	0	10
12:00	1	0	0	0	2	1	0	1	16
12:15	2	1	2	0	0	7	0	1	26
12:30	1	0	3	0	2	0	0	1	12
12:45	1	0	1	0	0	1	0	1	10
13:00									0
13:15									0
13:30									0
13:45									0
14:00									0
14:15									0
14:30									0
14:45									0
15:00									0
15:15									0
15:30									0
15:45									0
16:00	2	0	2	0	2	0	2	0	23
16:15	0	0	0	0	0	0	3	0	8
16:30	3	0	1	0	0	0	2	0	21
16:45	0	1	3	1	2	0	1	0	20
17:00	1	0	1	0	0	0	0	0	7
17:15	1	0	0	0	0	0	2	1	9
17:30	1	0	4	0	0	0	1	0	17
17:45	1	0	0	0	0	0	1	0	13
18:00									0
18:15									0
18:30									0
18:45									0
19:00									0
19:15									0
19:30									0
19:45									0
20:00									0
20:15									0
20:30									0
20:45									0
21:00									0
21:15									0
21:30									0
21:45									0
22:00									0
22:15									0
22:30									0
22:45									0
23:00									0
23:15									0
23:30									0
23:45									0
Total	27	3	35	6	19	5	30	2	364

AM Peak Hr:																			7:30
Pk Vol	11	0	8	2	1	1	4	1	7	1	29	1	8	0	11	0	85		
MID Peak Hr:																			11:45
Pk Vol	6	1	6	0	4	1	9	0	4	1	8	1	6	0	13	4	64		
PM Peak Hr:																			16:15
Pk Vol	4	1	5	1	2	0	6	0	7	2	6	2	9	0	11	0	56		



Intersection ID: 1805128
Count Date: 11/29/2018

N 7TH ST & E THOMAS RD

From North (SB) From East (WB) From South (NB) From West (EB) INTSECT
N 7TH ST E THOMAS RD N 7TH ST E THOMAS RD

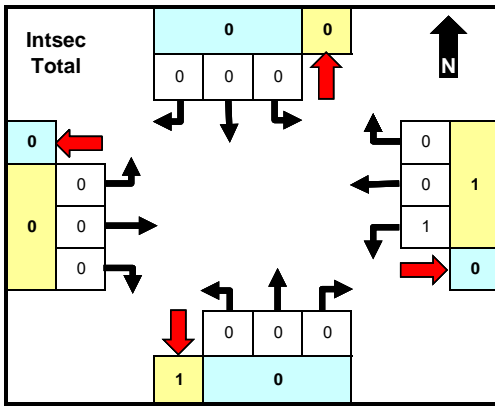
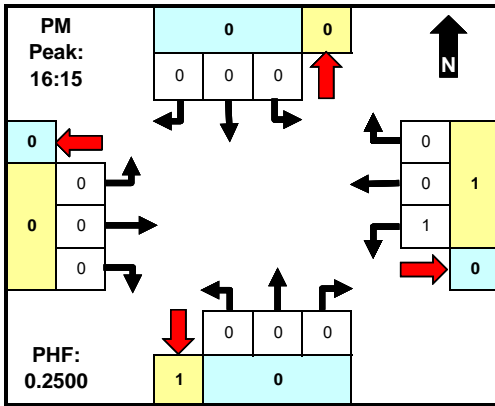
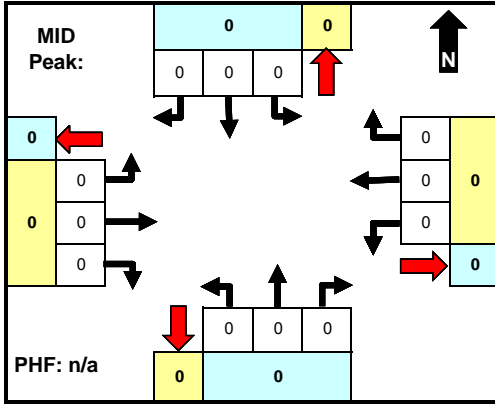
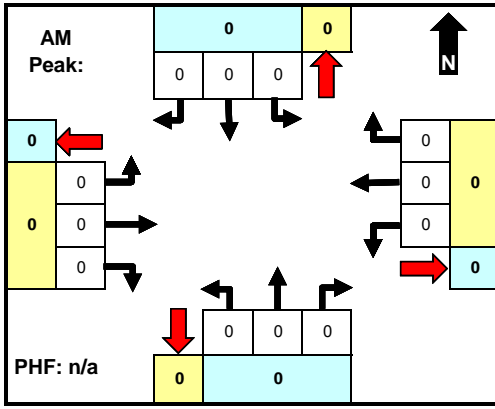


Table with columns: Time, LT, Thru, RT, U (for SB, WB, NB, EB) and a TOTAL column. Rows include time intervals from 0:00 to 23:45.

Summary table with columns: North, East, South, West, Total. Sub-columns: App, Dep.

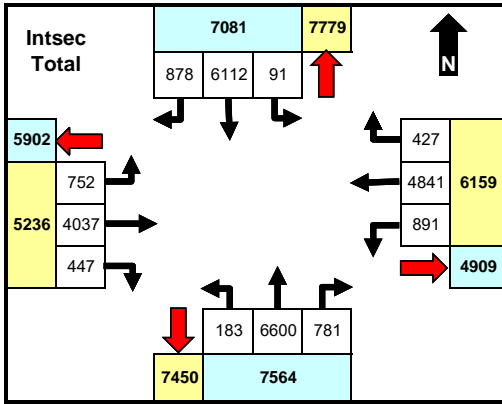
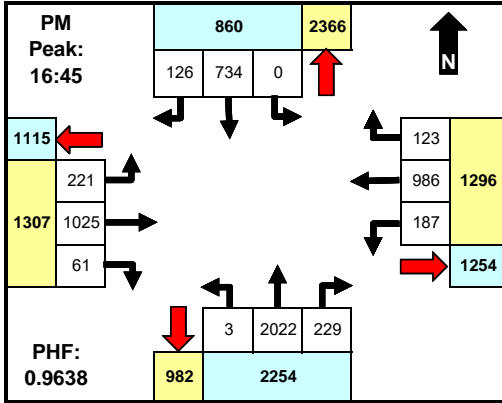
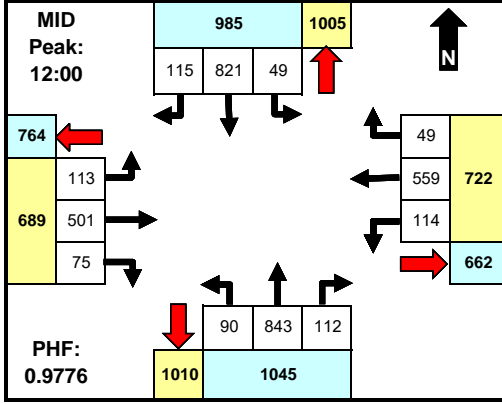
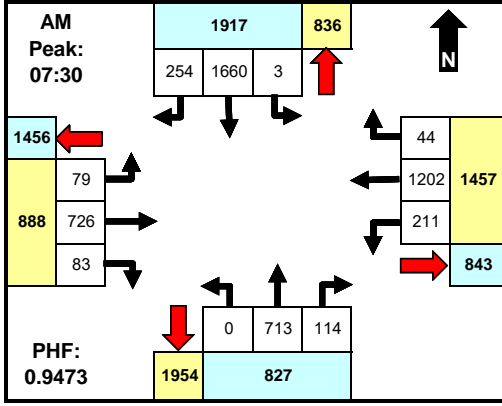
Comments: Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

Summary table for AM Peak Hr, MID Peak Hr, and PM Peak Hr with columns: Pk Vol and PHF.



Intersection ID: 1805129
Count Date: 11/29/2018

N 7TH ST & E OSBORN RD



Time	From North (SB) N 7TH AVE				From East (WB) E OSBORN RD				From South (NB) N 7TH AVE				From West (EB) E OSBORN RD				TOTAL
	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	
	0:00																
16:00	0	214	36	0	45	273	29	0	2	391	48	0	55	229	12	0	1334
Total	91	6112	878	0	891	4841	427	0	183	6600	781	0	752	4037	447	0	26040

	North		East		South		West		Total
	App	Dep	App	Dep	App	Dep	App	Dep	
AM	1917	836	1457	843	827	1954	888	1456	5089
MID	985	1005	722	662	1045	1010	689	764	3441
PM	860	2366	1296	1254	2254	982	1307	1115	5717
Total	7081	7779	6159	4909	7564	7450	5236	5902	26040

Comments

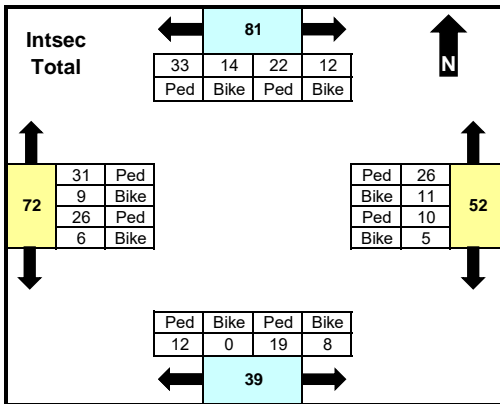
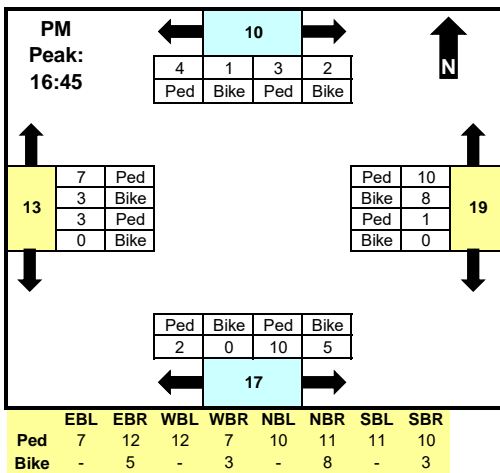
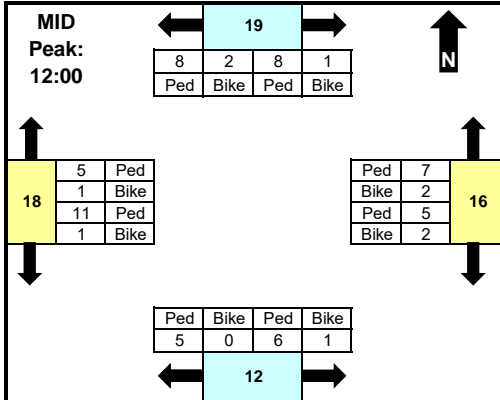
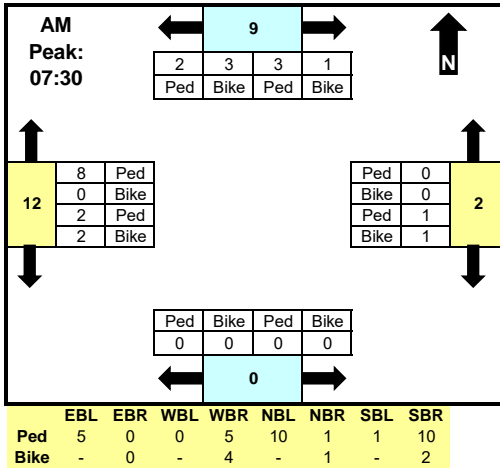
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

AM Peak Hr: 7:30																
Pk Vol	3	1660	254	0	211	1202	44	0	0	713	114	0	79	726	83	0
PHF	0.375	0.922	0.894	n/a	0.812	0.925	0.917	n/a	n/a	0.933	0.814	n/a	0.760	0.903	0.902	n/a
MID Peak Hr: 12:00																
Pk Vol	49	821	115	0	114	559	49	0	90	843	112	0	113	501	75	0
PHF	0.766	0.852	0.898	n/a	0.770	0.944	0.766	n/a	0.900	0.941	0.875	n/a	0.785	0.921	0.815	n/a
PM Peak Hr: 16:45																
Pk Vol	0	734	126	0	187	986	123	0	3	2022	229	0	221	1025	61	0
PHF	n/a	0.941	0.700	n/a	0.917	0.923	0.879	n/a	0.375	0.936	0.842	n/a	0.936	0.840	0.847	n/a



Intersection ID: 1805129
Count Date: 11/29/2018

N 7TH AVE & E OSBORN RD



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	4	5	2	0	0	0	8	4	23
MID	9	10	7	9	5	7	6	12	65
PM	5	5	1	18	2	15	10	3	59
Total	34	47	15	37	12	27	40	32	244

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Time	North Leg		East Leg		South Leg		West Leg		INTSEC
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
0:00									0
0:15									0
0:30									0
0:45									0
1:00									0
1:15									0
1:30									0
1:45									0
2:00									0
2:15									0
2:30									0
2:45									0
3:00									0
3:15									0
3:30									0
3:45									0
4:00									0
4:15									0
4:30									0
4:45									0
5:00									0
5:15									0
5:30									0
5:45									0
6:00									0
6:15									0
6:30	2	0	0	0	0	0	0	0	2
6:45	1	0	0	0	0	0	0	0	2
7:00	0	0	5	2	0	0	0	0	10
7:15	0	1	0	0	2	0	0	0	5
7:30	1	0	1	0	1	0	0	0	4
7:45	2	1	1	2	0	1	0	0	10
8:00	0	0	0	0	0	0	0	0	7
8:15	0	0	0	1	0	0	0	0	2
8:30									0
8:45									0
9:00									0
9:15									0
9:30									0
9:45									0
10:00									0
10:15									0
10:30									0
10:45									0
11:00	0	0	0	1	0	0	1	0	9
11:15	1	0	1	0	0	1	0	2	12
11:30	1	0	1	2	0	2	0	0	8
11:45	1	1	2	0	0	0	1	0	11
12:00	0	0	3	0	0	1	2	0	8
12:15	3	0	2	0	4	0	3	1	26
12:30	1	1	3	0	1	0	2	0	11
12:45	4	0	0	2	0	1	0	1	20
13:00									0
13:15									0
13:30									0
13:45									0
14:00									0
14:15									0
14:30									0
14:45									0
15:00									0
15:15									0
15:30									0
15:45									0
16:00	0	2	2	0	1	0	2	0	9
16:15	1	2	4	0	0	0	1	1	10
16:30	0	1	4	2	0	0	3	0	15
16:45	0	1	0	0	0	0	6	1	16
17:00	2	0	2	0	1	0	3	1	17
17:15	0	1	0	1	0	0	1	3	16
17:30	1	0	2	0	0	0	0	1	10
17:45	1	1	0	1	0	0	1	0	4
18:00									0
18:15									0
18:30									0
18:45									0
19:00									0
19:15									0
19:30									0
19:45									0
20:00									0
20:15									0
20:30									0
20:45									0
21:00									0
21:15									0
21:30									0
21:45									0
22:00									0
22:15									0
22:30									0
22:45									0
23:00									0
23:15									0
23:30									0
23:45									0
Total	22	12	33	14	10	5	26	11	244

AM Peak Hr:																	7:30
Pk Vol	3	1	2	3	1	1	0	0	0	0	0	0	8	0	2	2	23
MID Peak Hr:																	12:00
Pk Vol	8	1	8	2	5	2	7	2	5	0	6	1	5	1	11	1	65
PM Peak Hr:																	16:45
Pk Vol	3	2	4	1	1	0	10	8	2	0	10	5	7	3	3	0	59



Intersection ID: 1805130 Count Date: 11/29/2018

N 7TH ST & E INDIAN SCHOOL RD

From North (SB) From East (WB) From South (NB) From West (EB) N 7TH ST E INDIAN SCHOOL RD N 7TH ST E INDIAN SCHOOL RD INTSEC

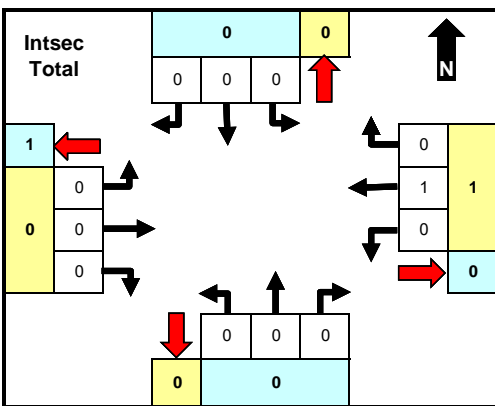
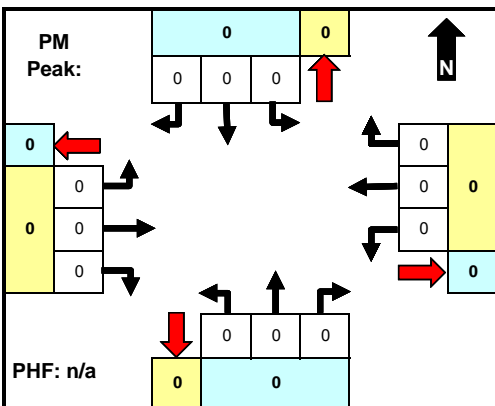
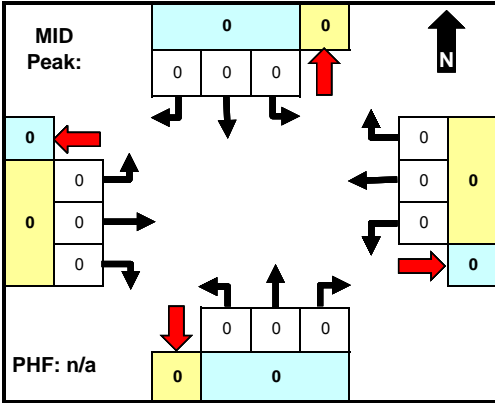
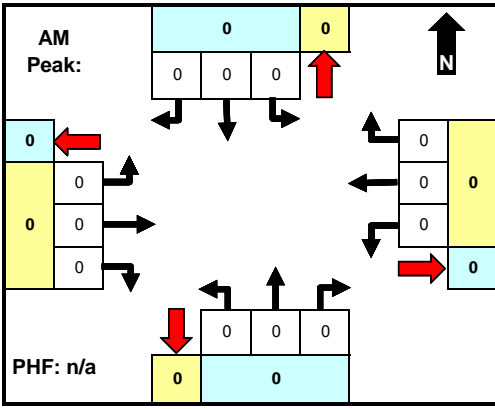


Table with 10 columns: App, Dep, Total for North, East, South, West directions.

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

Main traffic volume table with columns for Time, LT, Thru, RT, U for each direction (North, East, South, West), and a TOTAL column.

Summary table for AM Peak Hr (7:15), MID Peak Hr (12:00), and PM Peak Hr (16:45) showing Pk Vol and PHF for each direction.



Intersection ID: 1805160
Count Date: 11/29/2018

N 7TH ST & VA MED/ GLENROSA

AM Peak: 07:15

0			
0	0	0	0
Ped	Bike	Ped	Bike

0	Ped
0	Bike
1	Ped
3	Bike

Ped	11
Bike	2
Ped	10
Bike	4

14			
13	0	1	0
Ped	Bike	Ped	Bike

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR	
Ped	0	14	14	0	1	21	21	1
Bike	-	0	-	0	-	6	-	3

MID Peak: 11:45

0			
0	0	0	0
Ped	Bike	Ped	Bike

1	Ped
1	Bike
0	Ped
1	Bike

Ped	6
Bike	4
Ped	2
Bike	0

5			
2	0	3	0
Ped	Bike	Ped	Bike

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR	
Ped	0	5	5	0	1	8	8	1
Bike	-	0	-	0	-	4	-	2

PM Peak: 16:30

0			
0	0	0	0
Ped	Bike	Ped	Bike

4	Ped
1	Bike
1	Ped
1	Bike

Ped	13
Bike	2
Ped	2
Bike	3

13			
1	0	12	0
Ped	Bike	Ped	Bike

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR	
Ped	0	13	13	0	5	15	15	5
Bike	-	0	-	0	-	5	-	2

Intsec Total

0			
0	0	0	0
Ped	Bike	Ped	Bike

10	Ped
4	Bike
14	Ped
8	Bike

Ped	57
Bike	14
Ped	48
Bike	16

64			
34	0	30	0
Ped	Bike	Ped	Bike

	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	0	0	14	13	13	1	0	4	45
MID	0	0	2	10	2	3	2	1	20
PM	0	0	5	15	1	12	5	2	40
Total	0	0	64	71	34	30	14	22	235

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

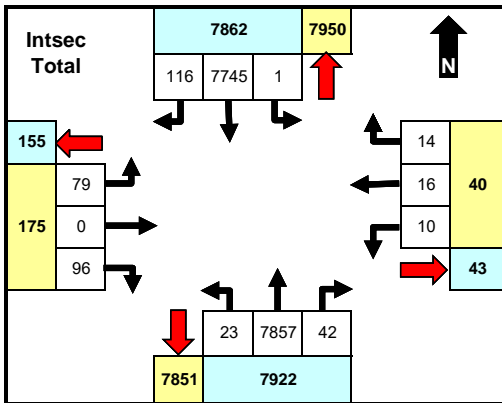
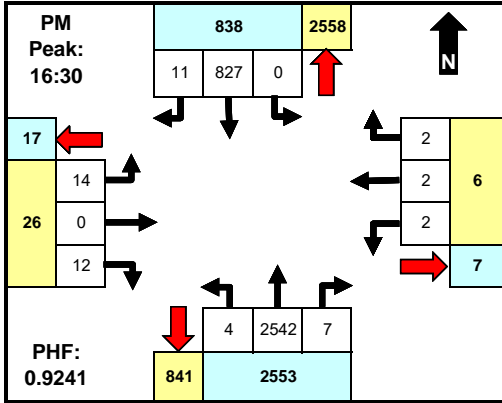
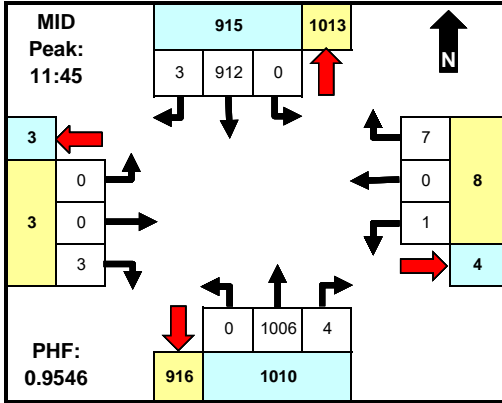
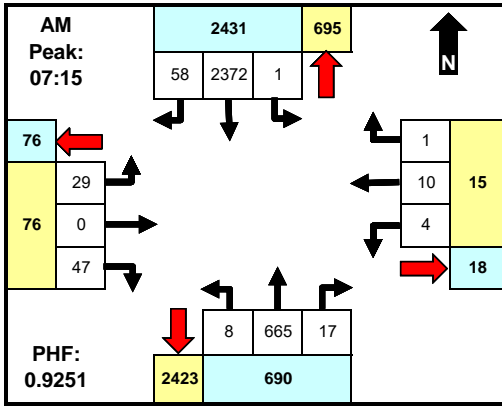
Time	North Leg		East Leg		South Leg		West Leg		INTSEC								
	CW	CCW	CW	CCW	CW	CCW	CW	CCW									
0:00									0								
0:15									0								
0:30									0								
0:45									0								
1:00									0								
1:15									0								
1:30									0								
1:45									0								
2:00									0								
2:15									0								
2:30									0								
2:45									0								
3:00									0								
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4:45									0								
5:00									0								
5:15									0								
5:30									0								
5:45									0								
6:00									0								
6:15									0								
6:30	0	0	0	0	1	1	3	0	1	7							
6:45	0	0	0	0	2	2	2	0	0	7							
7:00	0	0	0	0	2	0	0	3	0	9							
7:15	0	0	0	0	6	0	2	1	4	16							
7:30	0	0	0	0	0	1	5	0	2	9							
7:45	0	0	0	0	3	3	3	1	6	17							
8:00	0	0	0	0	1	0	1	0	1	3							
8:15	0	0	0	0	3	0	3	0	4	11							
8:30										0							
8:45										0							
9:00										0							
9:15										0							
9:30										0							
9:45										0							
10:00										0							
10:15										0							
10:30										0							
10:45										0							
11:00	0	0	0	0	2	3	1	1	1	14							
11:15	0	0	0	0	4	1	3	0	2	14							
11:30	0	0	0	0	1	0	1	0	2	5							
11:45	0	0	0	0	0	0	2	0	0	3							
12:00	0	0	0	0	0	0	3	0	0	3							
12:15	0	0	0	0	1	0	1	0	0	4							
12:30	0	0	0	0	1	0	3	1	2	10							
12:45	0	0	0	0	3	0	1	0	1	7							
13:00										0							
13:15										0							
13:30										0							
13:45										0							
14:00										0							
14:15										0							
14:30										0							
14:45										0							
15:00										0							
15:15										0							
15:30										0							
15:45										0							
16:00	0	0	0	0	3	1	1	2	0	14							
16:15	0	0	0	0	0	1	5	1	0	13							
16:30	0	0	0	0	0	2	5	1	0	13							
16:45	0	0	0	0	1	0	5	0	1	14							
17:00	0	0	0	0	1	1	1	0	0	7							
17:15	0	0	0	0	0	0	2	1	0	6							
17:30	0	0	0	0	3	0	3	2	2	11							
17:45	0	0	0	0	10	0	4	0	2	18							
18:00										0							
18:15										0							
18:30										0							
18:45										0							
19:00										0							
19:15										0							
19:30										0							
19:45										0							
20:00										0							
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20:30										0							
20:45										0							
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21:30										0							
21:45										0							
22:00										0							
22:15										0							
22:30										0							
22:45										0							
23:00										0							
23:15										0							
23:30										0							
23:45										0							
Total	0	0	0	0	48	16	57	14	34	0	30	0	10	4	14	8	235

AM Peak Hr:																		7:15
Pk Vol	0	0	0	0	10	4	11	2	13	0	1	0	0	0	1	3		45
MID Peak Hr:																		11:45
Pk Vol	0	0	0	0	2	0	6	4	2	0	3	0	1	1	0	1		20
PM Peak Hr:																		16:30
Pk Vol	0	0	0	0	2	3	13	2	1	0	12	0	4	1	1	1		40



Intersection ID: 1805158
Count Date: 11/29/2018

N 7TH ST & At CAMPBELL AVE (Central High School)



Summary table with columns: North, East, South, West, Total. Rows: AM, MID, PM, Total.

Column headers for direction: From North (SB), From East (WB), From South (NB), From West (EB), INTSEC.

Main data table with columns for direction and vehicle type (LT, Thru, RT, U) and rows for time intervals from 0:00 to 23:45.

Comments

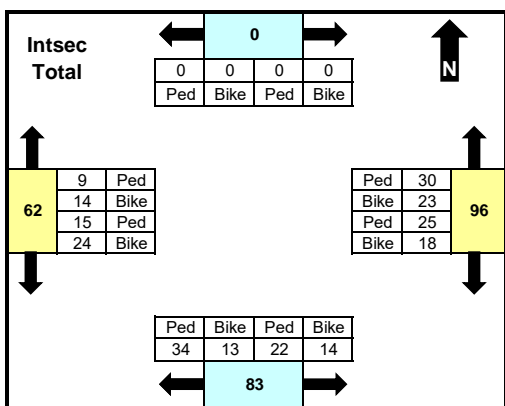
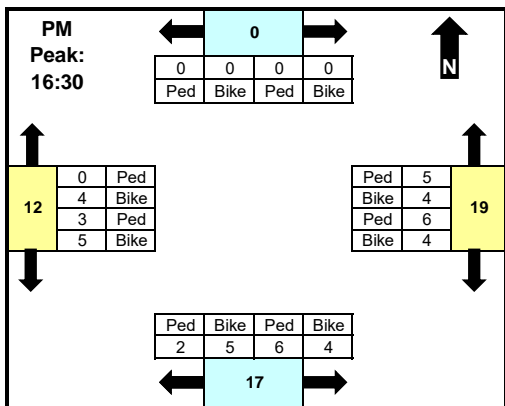
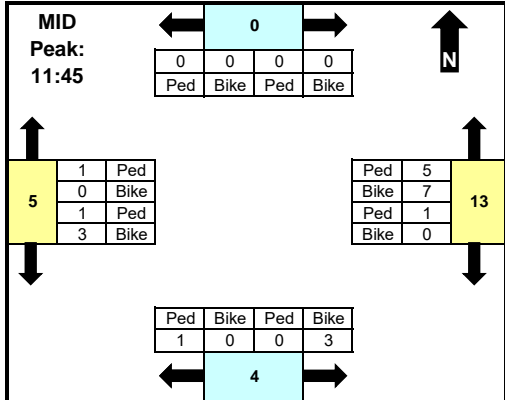
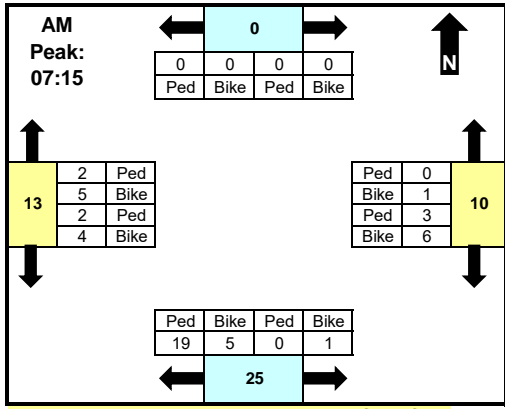
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

Detailed peak period data for AM, MID, and PM peaks, including Pk Vol and PHF values.



Intersection ID: 1805158
Count Date: 11/29/2018

N 7TH ST & At CAMPBELL AVE (Central High School)



Summary table with columns: North (CW, CCW), East (CW, CCW), South (CW, CCW), West (CW, CCW), Total. Rows for AM, MID, PM, and Total.

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

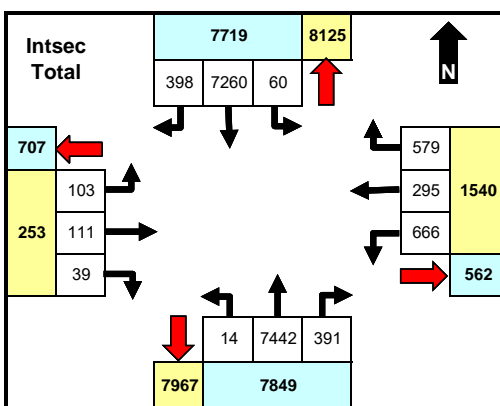
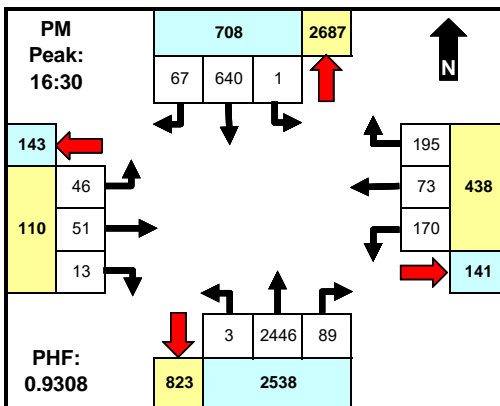
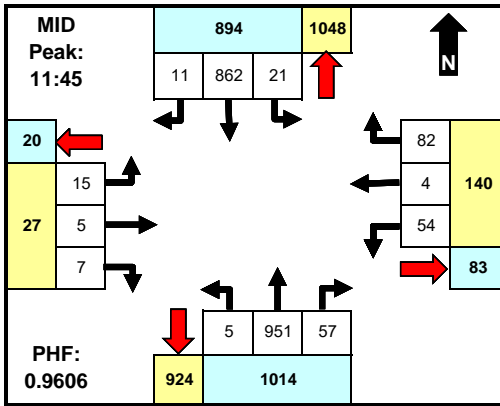
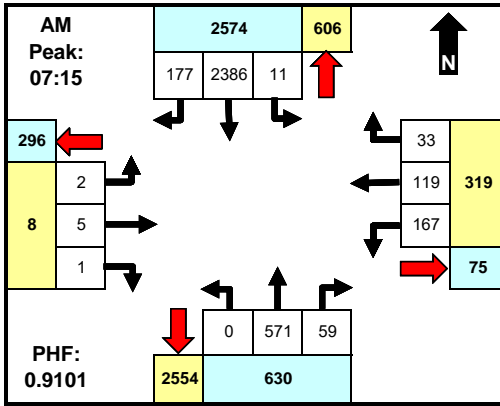
Main data table with columns: Time, North Leg (CW, CCW), East Leg (CW, CCW), South Leg (CW, CCW), West Leg (CW, CCW), INTSEC, TOTAL. Rows for each 15-minute interval from 0:00 to 23:45.

Summary table for peak periods: AM Peak Hr (7:15), MID Peak Hr (11:45), PM Peak Hr (16:30). Columns: Ped, Bike, Ped, Bike, Ped, Bike, Ped, Bike, Ped, Bike, Ped, Bike, Ped, Bike, Ped, Bike, TOTAL.



Intersection ID: 1805133
Count Date: 11/29/2018

N 7TH ST & E HIGHLAND AVE



	North		East		South		West		Total
	App	Dep	App	Dep	App	Dep	App	Dep	
AM	2574	606	319	75	630	2554	8	296	3531
MID	894	1048	140	83	1014	924	27	20	2075
PM	708	2687	438	141	2538	823	110	143	3794
Total	7719	8125	1540	562	7849	7967	253	707	17361

Time	From North (SB) N 7TH ST				From East (WB) E HIGHLAND AVE				From South (NB) N 7TH ST				From West (EB) E HIGHLAND AVE				TOTAL
	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	
	INTSEC																
0:00																	
0:15																	
0:30																	
0:45																	
1:00																	
1:15																	
1:30																	
1:45																	
2:00																	
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4:45																	
5:00																	
5:15																	
5:30																	
5:45																	
6:00																	
6:15																	
6:30	1	403	11	0	14	4	3	0	0	72	9	0	0	2	1	0	520
6:45	0	494	15	0	18	11	5	0	0	79	10	0	0	0	0	0	632
7:00	0	572	30	0	24	25	3	0	0	92	7	0	0	1	0	0	754
7:15	1	579	74	0	53	46	5	0	0	118	10	0	0	1	0	0	887
7:30	2	624	78	0	51	50	6	0	0	149	9	0	0	1	0	0	970
7:45	5	565	16	0	37	21	12	0	0	130	17	0	1	2	0	0	806
8:00	3	618	9	0	26	2	10	0	0	174	23	0	1	1	1	0	868
8:15	5	488	5	0	20	2	13	0	0	171	11	0	1	1	0	0	717
8:30																	
8:45																	
9:00																	
9:15																	
9:30																	
9:45																	
10:00																	
10:15																	
10:30																	
10:45																	
11:00	4	171	2	0	9	1	14	0	0	224	9	1	5	1	0	0	441
11:15	4	188	3	0	14	0	15	0	0	202	6	0	5	0	1	0	438
11:30	5	193	5	0	9	2	14	0	1	204	11	0	3	0	0	0	447
11:45	5	211	4	0	11	2	14	0	0	232	14	1	3	2	2	0	501
12:00	4	210	5	0	16	0	24	0	0	234	8	0	5	1	3	0	510
12:15	6	219	1	0	19	1	25	0	0	250	15	0	3	1	0	0	540
12:30	6	222	1	0	8	1	19	0	5	235	20	0	4	1	2	0	524
12:45	6	222	7	0	9	1	17	0	2	204	10	0	5	2	0	0	485
13:00																	
13:15																	
13:30																	
13:45																	
14:00																	
14:15																	
14:30																	
14:45																	
15:00																	
15:15																	
15:30																	
15:45																	
16:00	2	141	12	0	40	14	38	0	1	470	22	0	5	8	5	0	758
16:15	0	153	13	1	39	8	43	0	0	653	33	0	3	4	0	0	950
16:30	1	140	6	0	39	12	53	0	0	592	20	0	8	10	2	0	883
16:45	0	163	23	0	39	23	38	0	1	637	18	0	7	17	3	0	969
17:00	0	159	21	0	44	24	65	0	1	551	19	0	22	12	5	0	923
17:15	0	178	17	0	48	14	39	0	1	666	32	0	9	12	3	0	1019
17:30	0	147	17	0	43	15	56	0	1	525	25	0	6	20	8	0	863
17:45	0	200	23	0	36	16	48	0	1	578	33	0	7	11	3	0	956
18:00																	
18:15																	
18:30																	
18:45																	
19:00																	
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22:00																	
22:15																	
22:30																	
22:45																	
23:00																	
23:15																	
23:30																	
23:45																	
Total	60	7260	398	1	666	295	579	0	14	7442	391	2	103	111	39	0	17361

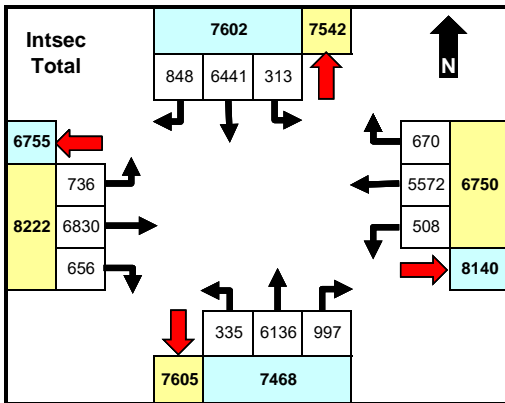
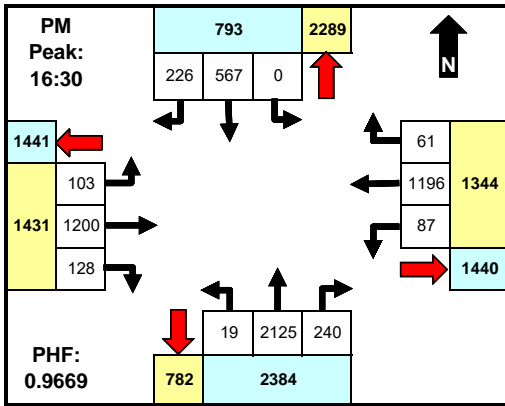
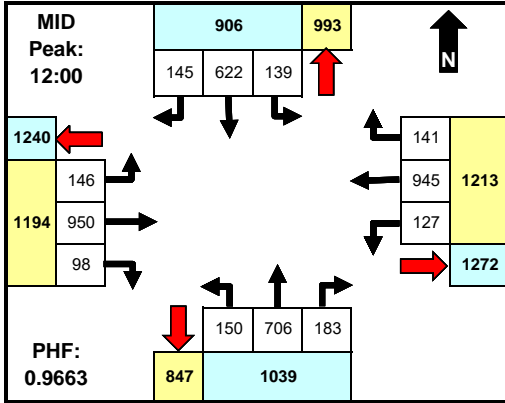
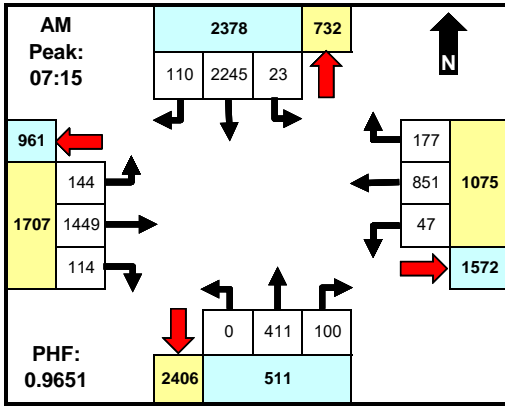
Comments
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

AM Peak Hr:	7:15																
Pk Vol	11	2386	177	0	167	119	33	0	0	571	59	0	2	5	1	0	3531
PHF	0.550	0.956	0.567	n/a	0.788	0.595	0.688	n/a	n/a	0.820	0.641	n/a	0.500	0.625	0.250	n/a	0.910
MID Peak Hr:	11:45																
Pk Vol	21	862	11	0	54	4	82	0	5	951	57	1	15	5	7	0	2075
PHF	0.875	0.971	0.550	n/a	0.711	0.500	0.820	n/a	0.250	0.951	0.713	0.250	0.750	0.625	0.583	n/a	0.961
PM Peak Hr:	16:30																
Pk Vol	1	640	67	0	170	73	195	0	3	2446	89	0	46	51	13	0	3794
PHF	0.250	0.899	0.728	n/a	0.885	0.760	0.750	n/a	0.750	0.918	0.695	n/a	0.523	0.750	0.650	n/a	0.931



Intersection ID: 1805134
Count Date: 11/29/2018

N 7TH ST & E CAMELBACK RD



Summary table with columns: North (App, Dep), East (App, Dep), South (App, Dep), West (App, Dep), Total. Rows for AM, MID, PM, and Total.

Main data table with columns: Time, From North (SB) N 7TH ST, From East (WB) E CAMELBACK RD, From South (NB) N 7TH ST, From West (EB) E CAMELBACK RD, INTSEC, TOTAL. Rows for each 15-minute interval from 0:00 to 23:45.

Comments

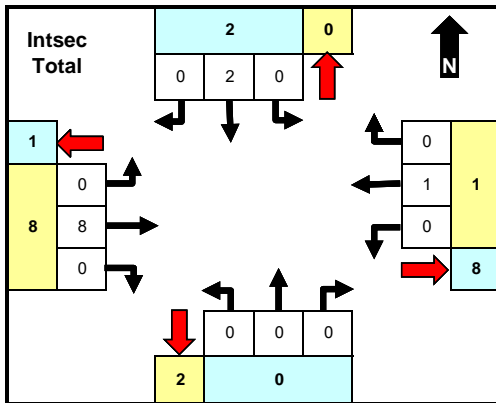
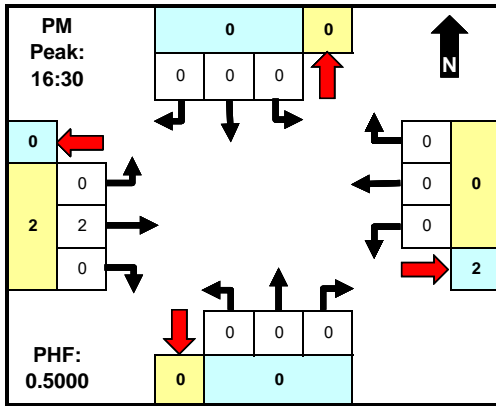
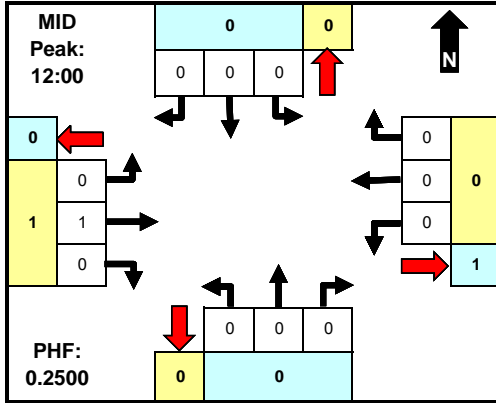
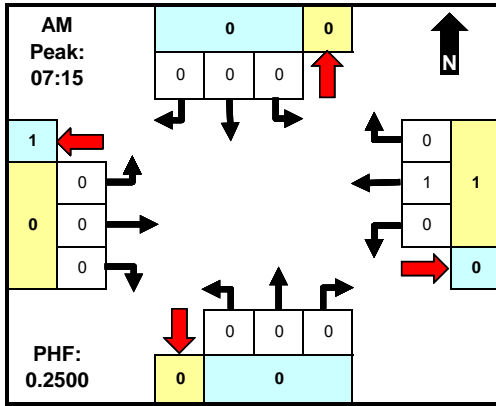
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

Summary table for peak periods: AM Peak Hr (7:15), MID Peak Hr (12:00), PM Peak Hr (16:30). Columns include Pk Vol and PHF for each direction.



Intersection ID: 1805134
Count Date: 11/29/2018

N 7TH ST & E CAMELBACK RD



Summary table with columns: North (App, Dep), East (App, Dep), South (App, Dep), West (App, Dep), Total. Rows for AM, MID, PM, and Total.

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

Main data table with columns: Time, LT, Thru, RT, U for From North (SB) N 7TH ST, From East (WB) E CAMELBACK RD, From South (NB) N 7TH ST, From West (EB) E CAMELBACK RD, and TOTAL. Rows list times from 0:00 to 23:45.

Total row for the main data table.

Summary table for peak periods: AM Peak Hr (7:15), MID Peak Hr (12:00), and PM Peak Hr (16:30), listing Pk Vol and PHF.



Intersection ID: 1805135
Count Date: 11/29/2018

N 7TH ST & E MISSOURI AVE

AM Peak: 07:15

← 5 →			
4	0	0	1
Ped	Bike	Ped	Bike

3	Ped
0	Bike
7	Ped
0	Bike

Ped	3
Bike	0
Ped	3
Bike	0

Ped	Bike	Ped	Bike
5	0	0	0

← 5 →			
-------	--	--	--

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR	
Ped	4	5	5	4	10	6	6	10
Bike	-	0	-	1	-	0	-	0

MID Peak: 12:00

← 25 →			
15	0	9	1
Ped	Bike	Ped	Bike

15	Ped
3	Bike
21	Ped
0	Bike

Ped	10
Bike	1
Ped	7
Bike	0

Ped	Bike	Ped	Bike
11	0	8	0

← 19 →			
--------	--	--	--

PM Peak: 16:45

← 9 →			
3	0	4	2
Ped	Bike	Ped	Bike

14	Ped
0	Bike
7	Ped
0	Bike

Ped	4
Bike	3
Ped	7
Bike	0

Ped	Bike	Ped	Bike
4	0	1	0

← 5 →			
-------	--	--	--

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR	
Ped	7	5	5	7	21	11	11	21
Bike	-	0	-	2	-	3	-	0

Intsec Total

← 70 →			
32	3	25	10
Ped	Bike	Ped	Bike

45	Ped
7	Bike
45	Ped
2	Bike

Ped	41
Bike	7
Ped	39
Bike	5

Ped	Bike	Ped	Bike
31	4	30	2

← 67 →			
--------	--	--	--

	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	1	4	3	3	5	0	3	7	26
MID	10	15	7	11	11	8	18	21	101
PM	6	3	7	7	4	1	14	7	49
Total	35	35	44	48	35	32	52	47	328

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Time	North Leg		East Leg		South Leg		West Leg		INTSEC
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
0:00									0
0:15									0
0:30									0
0:45									0
1:00									0
1:15									0
1:30									0
1:45									0
2:00									0
2:15									0
2:30									0
2:45									0
3:00									0
3:15									0
3:30									0
3:45									0
4:00									0
4:15									0
4:30									0
4:45									0
5:00									0
5:15									0
5:30									0
5:45									0
6:00									0
6:15									0
6:30	0	0	2	0	0	0	0	0	3
6:45	0	0	0	0	3	0	2	0	7
7:00	1	0	0	0	1	0	0	0	2
7:15	0	0	0	0	0	0	1	0	3
7:30	0	0	0	0	0	0	0	0	5
7:45	0	1	2	0	2	0	0	3	12
8:00	0	0	2	0	1	0	2	0	6
8:15	0	1	1	0	0	0	0	0	8
8:30									0
8:45									0
9:00									0
9:15									0
9:30									0
9:45									0
10:00									0
10:15									0
10:30									0
10:45									0
11:00	2	1	0	0	3	0	0	3	12
11:15	0	0	1	0	2	0	7	0	14
11:30	2	0	1	0	2	0	2	0	8
11:45	4	1	0	0	5	2	5	0	29
12:00	5	1	1	0	3	0	2	0	32
12:15	0	0	6	0	3	0	3	1	24
12:30	2	0	5	0	1	0	3	0	26
12:45	2	0	3	0	0	0	2	0	19
13:00									0
13:15									0
13:30									0
13:45									0
14:00									0
14:15									0
14:30									0
14:45									0
15:00									0
15:15									0
15:30									0
15:45									0
16:00	0	2	1	0	1	2	2	1	20
16:15	1	0	1	1	4	0	2	2	19
16:30	2	0	0	2	0	1	2	0	15
16:45	0	1	3	0	4	0	1	0	16
17:00	1	1	0	0	0	0	1	0	10
17:15	3	0	0	0	1	0	0	0	10
17:30	0	0	0	0	2	0	2	3	13
17:45	0	1	3	0	1	0	2	0	15
18:00									0
18:15									0
18:30									0
18:45									0
19:00									0
19:15									0
19:30									0
19:45									0
20:00									0
20:15									0
20:30									0
20:45									0
21:00									0
21:15									0
21:30									0
21:45									0
22:00									0
22:15									0
22:30									0
22:45									0
23:00									0
23:15									0
23:30									0
23:45									0
Total	25	10	32	3	39	5	41	7	328

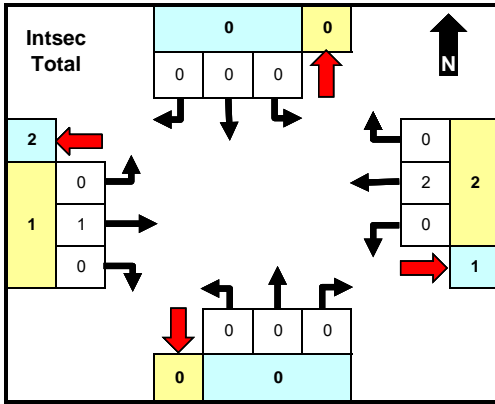
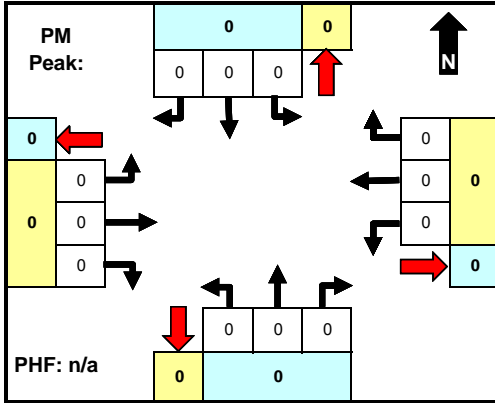
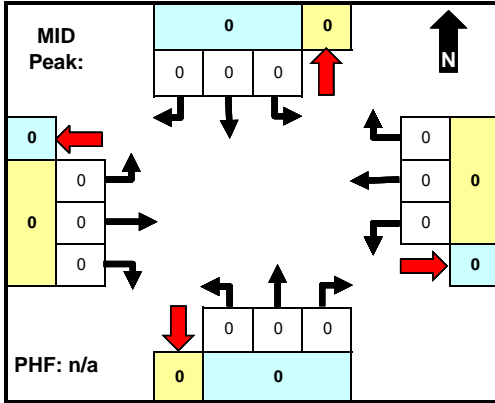
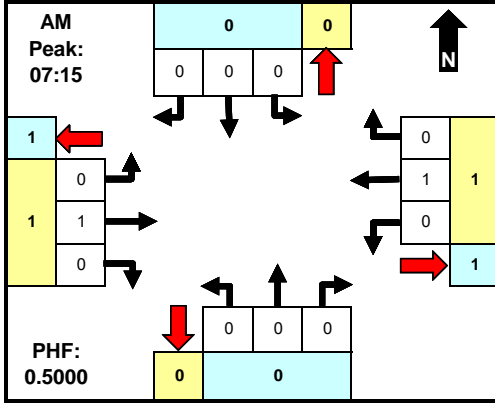
AM Peak Hr:										7:15						
Pk Vol	0	1	4	0	3	0	3	0	5	0	0	3	0	7	0	26
MID Peak Hr:										12:00						
Pk Vol	9	1	15	0	7	0	10	1	11	0	8	0	15	3	21	101
PM Peak Hr:										16:45						
Pk Vol	4	2	3	0	7	0	4	3	4	0	1	0	14	0	7	49



Intersection ID: 1805157
Count Date: 11/27/2018

N 7TH ST & ROSE LANE

From North (SB) From East (WB) From South (NB) From West (EB) INTSEC
N 7TH ST ROSE LANE N 7TH ST ROSE LANE



Summary table with columns: North, East, South, West, Total. Rows: AM, MID, PM, Total.

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

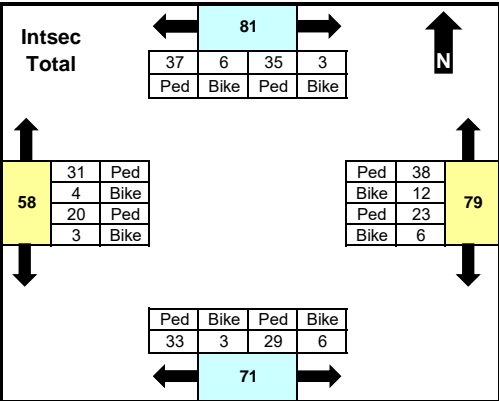
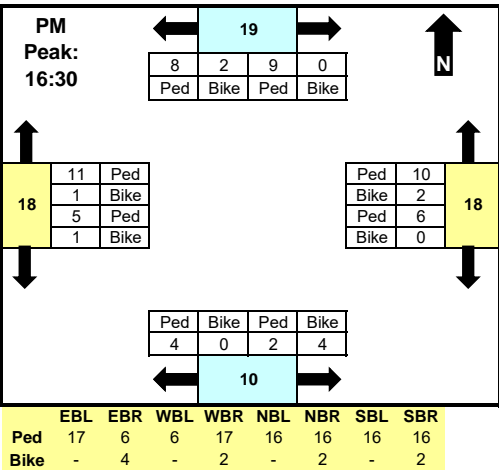
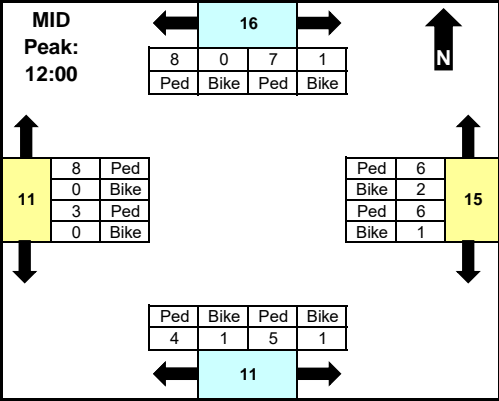
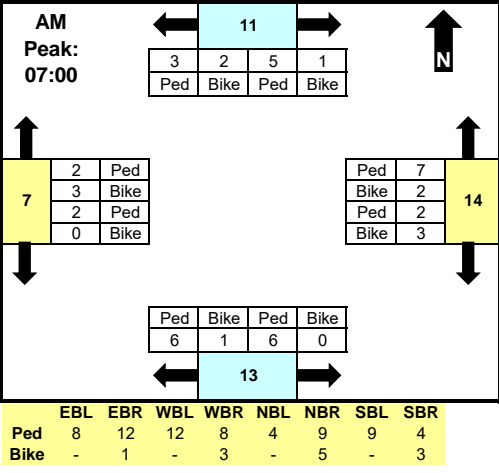
Main data table with columns: Time, LT, Thru, RT, U for each direction (North, East, South, West), and TOTAL. Rows represent 15-minute intervals from 0:00 to 23:45.

Summary table for peak hours: AM Peak Hr (7:15), MID Peak Hr (12:00), PM Peak Hr (16:45). Rows include Pk Vol and PHF for each direction and total.



Intersection ID: 1805139
Count Date: 11/29/2018

N 7TH ST & E GLENDALE AVE



Summary table with columns for North, East, South, West, and Total, showing counts for CW and CCW directions for AM, MID, and PM peaks.

CW = Clockwise
CCW = Counter-clockwise

Comments: Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Main data table with columns for Time, North Leg (CW, CCW), East Leg (CW, CCW), South Leg (CW, CCW), West Leg (CW, CCW), and INTSEC (TOTAL). Rows list pedestrian and bicycle counts for each direction at 15-minute intervals from 0:00 to 23:45.

Summary table for peak hours: AM Peak Hr (7:00), MID Peak Hr (12:00), and PM Peak Hr (16:30), showing PK Vol for each direction.



Intersection ID: 1805142
Count Date: 11/29/2018

7TH STREET & NORTHERN AVENUE

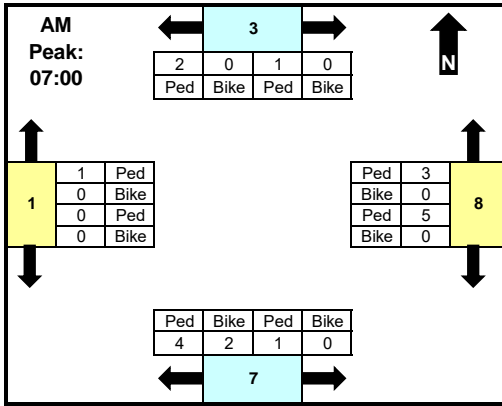


Table with 8 columns: EBL, EBR, WBL, WBR, NBL, NBR, SBL, SBR. Rows for Ped and Bike counts.

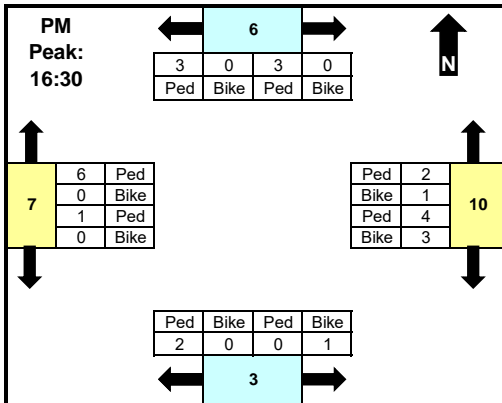
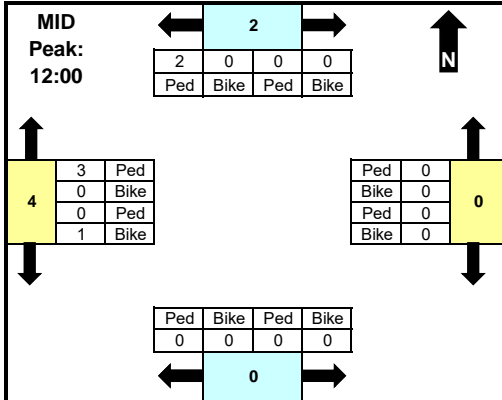
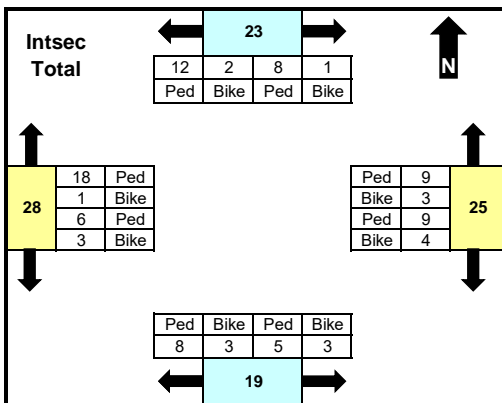


Table with 8 columns: EBL, EBR, WBL, WBR, NBL, NBR, SBL, SBR. Rows for Ped and Bike counts.



Summary table with 5 main columns: North, East, South, West, Total. Sub-columns for CW and CCW for each leg.

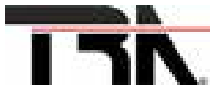
CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

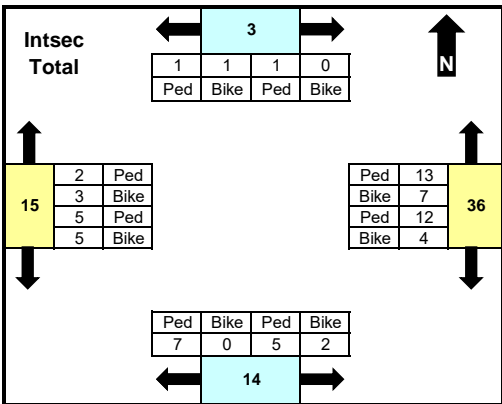
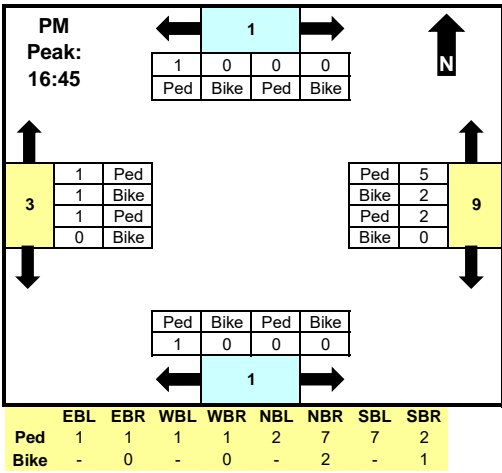
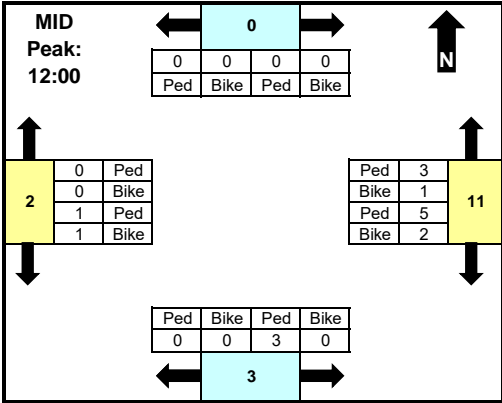
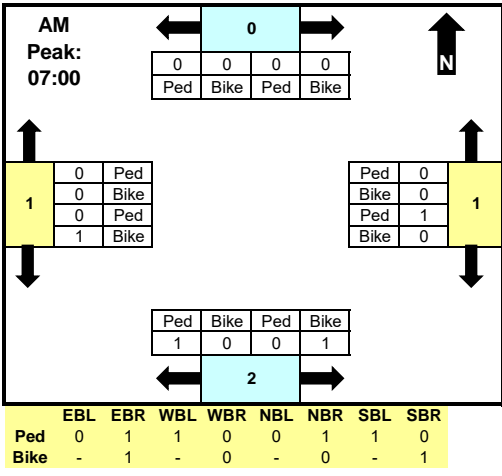
Main data table with columns for Time (0:00 to 23:45), North Leg (CW, CCW), East Leg (CW, CCW), South Leg (CW, CCW), West Leg (CW, CCW), INTSEC, and TOTAL. Rows contain Ped and Bike counts for each time slot.

Summary rows for AM, MID, and PM Peak Hours, including Total counts for Ped and Bike for each leg.



Intersection ID: 1805153
Count Date: 11/29/2018

N 7TH ST & BUTLER ROAD



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	0	0	1	0	1	1	0	1	4
MID	0	0	7	4	0	3	0	2	16
PM	0	1	2	7	1	0	2	1	14
Total	1	2	16	20	7	7	5	10	68

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

Time	North Leg		East Leg		South Leg		West Leg		INTSEC							
	CW	CCW	CW	CCW	CW	CCW	CW	CCW								
0:00									0							
0:15									0							
0:30									0							
0:45									0							
1:00									0							
1:15									0							
1:30									0							
1:45									0							
2:00									0							
2:15									0							
2:30									0							
2:45									0							
3:00									0							
3:15									0							
3:30									0							
3:45									0							
4:00									0							
4:15									0							
4:30									0							
4:45									0							
5:00									0							
5:15									0							
5:30									0							
5:45									0							
6:00									0							
6:15									0							
6:30	0	0	0	0	0	0	0	0	1							
6:45	0	0	0	0	0	0	0	0	1							
7:00	0	0	0	0	1	0	0	0	1							
7:15	0	0	0	0	0	0	0	0	0							
7:30	0	0	0	0	0	0	1	0	1							
7:45	0	0	0	0	0	0	0	0	0							
8:00	0	0	0	0	1	2	2	0	1							
8:15	0	0	0	0	0	0	1	0	0							
8:30									0							
8:45									0							
9:00									0							
9:15									0							
9:30									0							
9:45									0							
10:00									0							
10:15									0							
10:30									0							
10:45									0							
11:00	0	0	0	0	0	0	0	1	0							
11:15	0	0	0	0	0	1	1	0	0							
11:30	0	0	0	0	0	0	0	0	0							
11:45	0	0	0	1	0	0	0	0	1							
12:00	0	0	0	0	1	1	0	0	0							
12:15	0	0	0	0	1	0	2	1	0							
12:30	0	0	0	0	1	0	1	0	0							
12:45	0	0	0	0	2	1	0	0	2							
13:00									0							
13:15									0							
13:30									0							
13:45									0							
14:00									0							
14:15									0							
14:30									0							
14:45									0							
15:00									0							
15:15									0							
15:30									0							
15:45									0							
16:00	0	0	0	0	0	0	1	0	2							
16:15	0	0	0	0	0	0	1	0	0							
16:30	0	0	0	0	3	0	0	1	0							
16:45	0	0	0	0	0	0	3	2	0							
17:00	0	0	0	0	0	0	2	0	0							
17:15	0	0	1	0	1	0	0	0	0							
17:30	0	0	0	0	1	0	0	1	0							
17:45	1	0	0	0	0	0	1	0	1							
18:00									0							
18:15									0							
18:30									0							
18:45									0							
19:00									0							
19:15									0							
19:30									0							
19:45									0							
20:00									0							
20:15									0							
20:30									0							
20:45									0							
21:00									0							
21:15									0							
21:30									0							
21:45									0							
22:00									0							
22:15									0							
22:30									0							
22:45									0							
23:00									0							
23:15									0							
23:30									0							
23:45									0							
Total	1	0	1	1	12	4	13	7	7	5	2	2	3	5	5	68

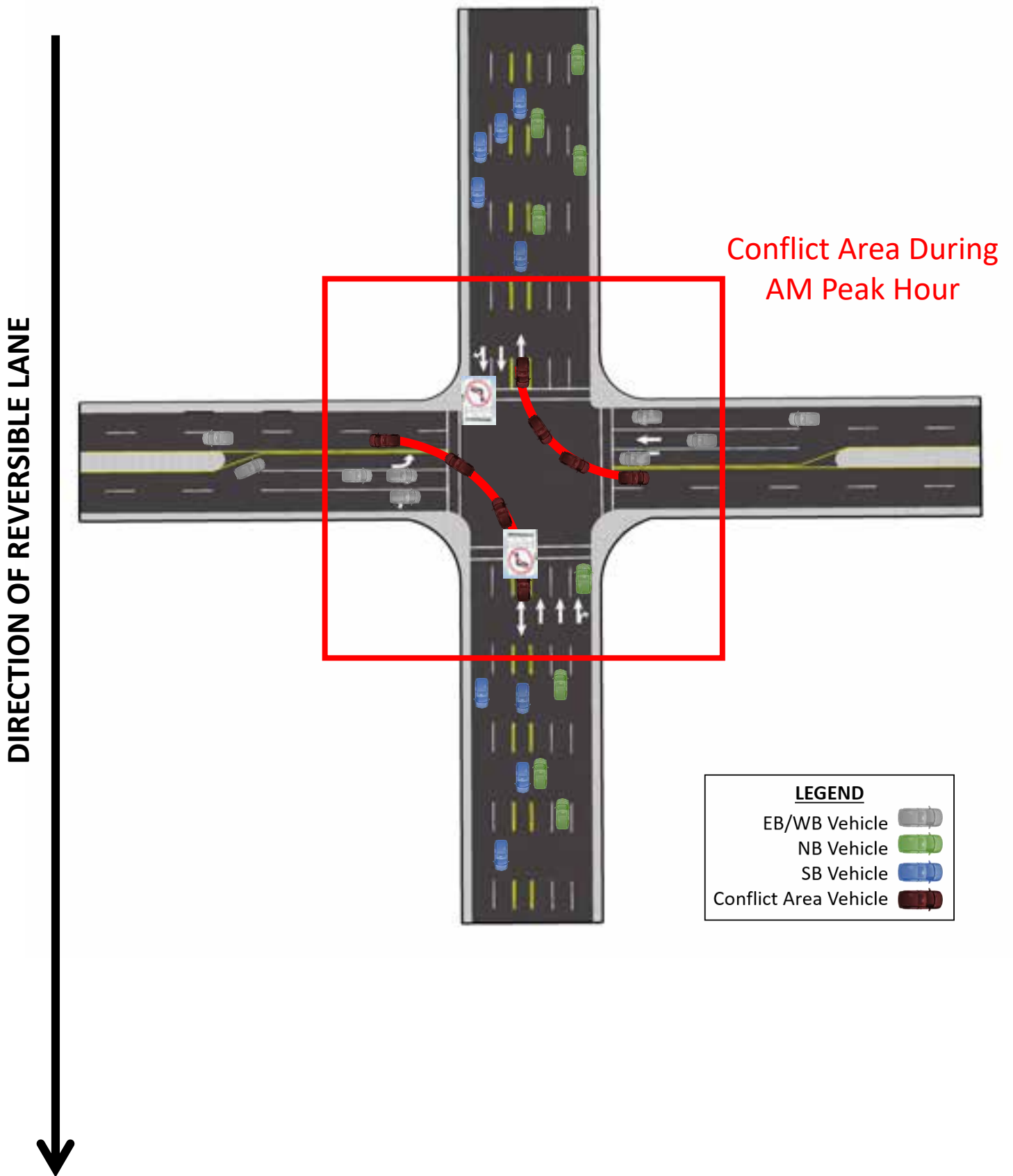
AM Peak Hr: 7:00																	
PK Vol																	
0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	4
MID Peak Hr: 12:00																	
PK Vol																	
0	0	0	0	0	5	2	3	1	0	0	3	0	0	0	1	1	16
PM Peak Hr: 16:45																	
PK Vol																	
0	0	1	0	2	0	5	2	1	0	0	0	1	1	1	0	14	

Appendix G

7th Avenue and 7th Street Conflict Areas

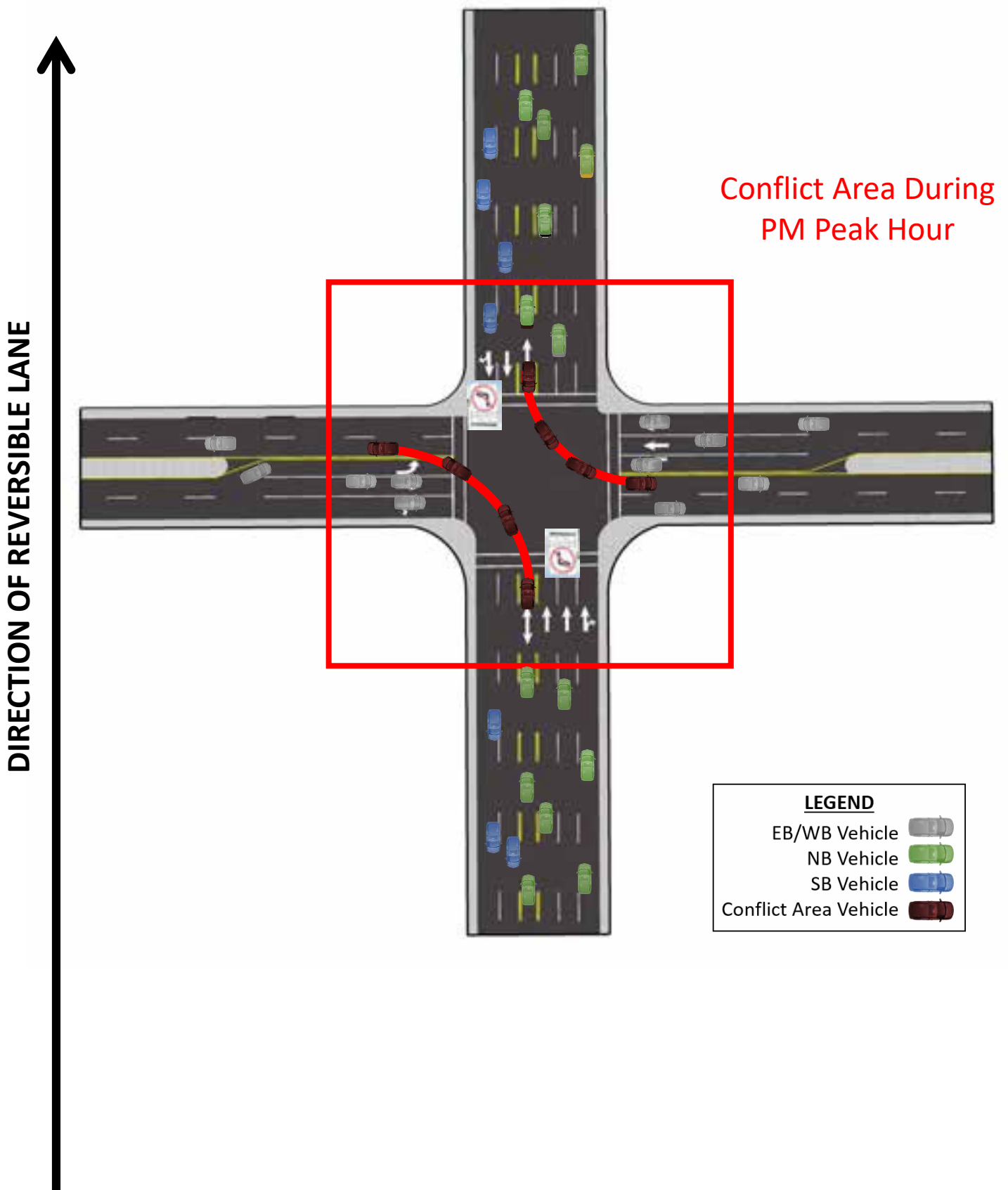
Conflict Area Type 1:

Vehicle turning left at an intersection



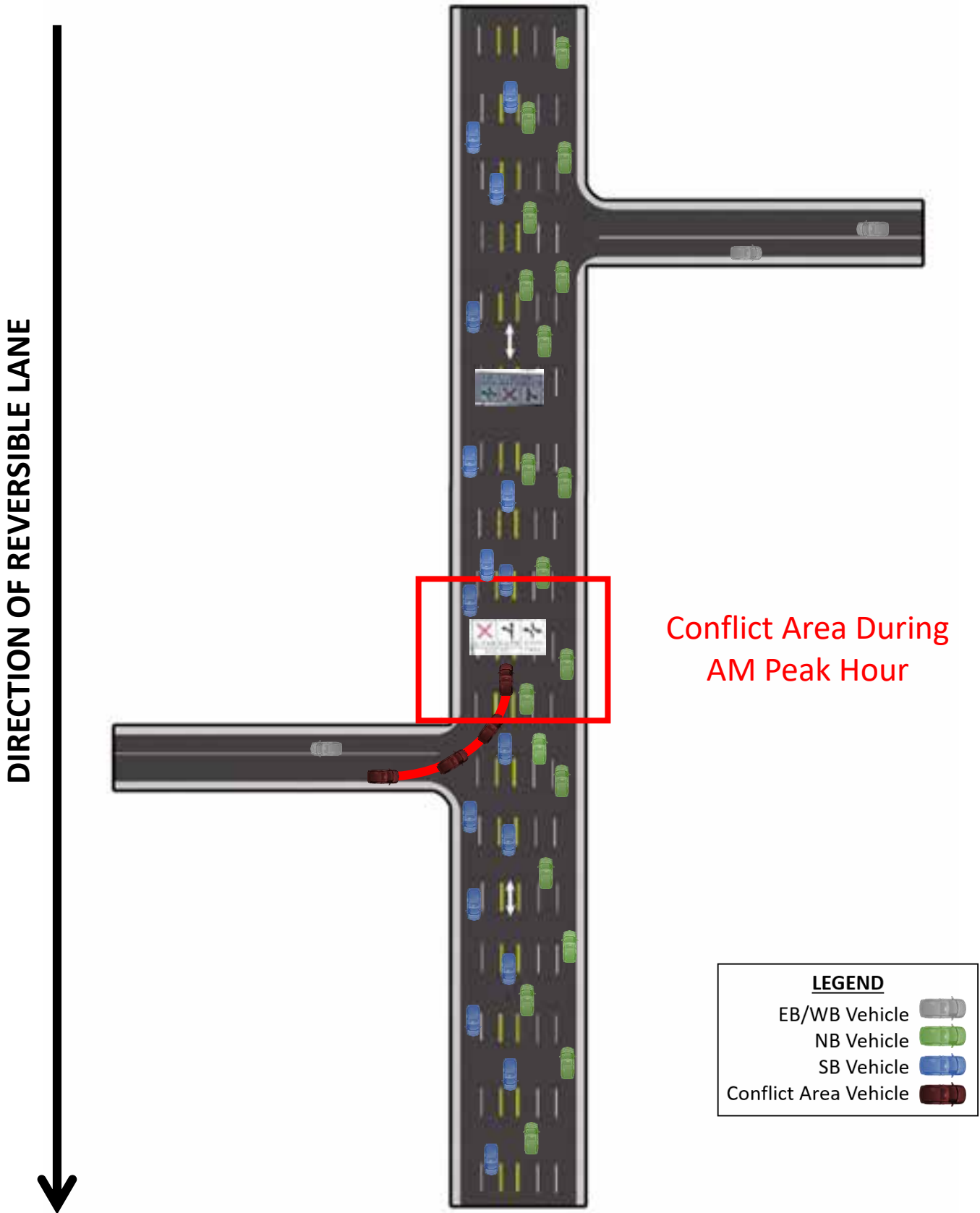
Conflict Area Type 1:

Vehicle turning left at an intersection



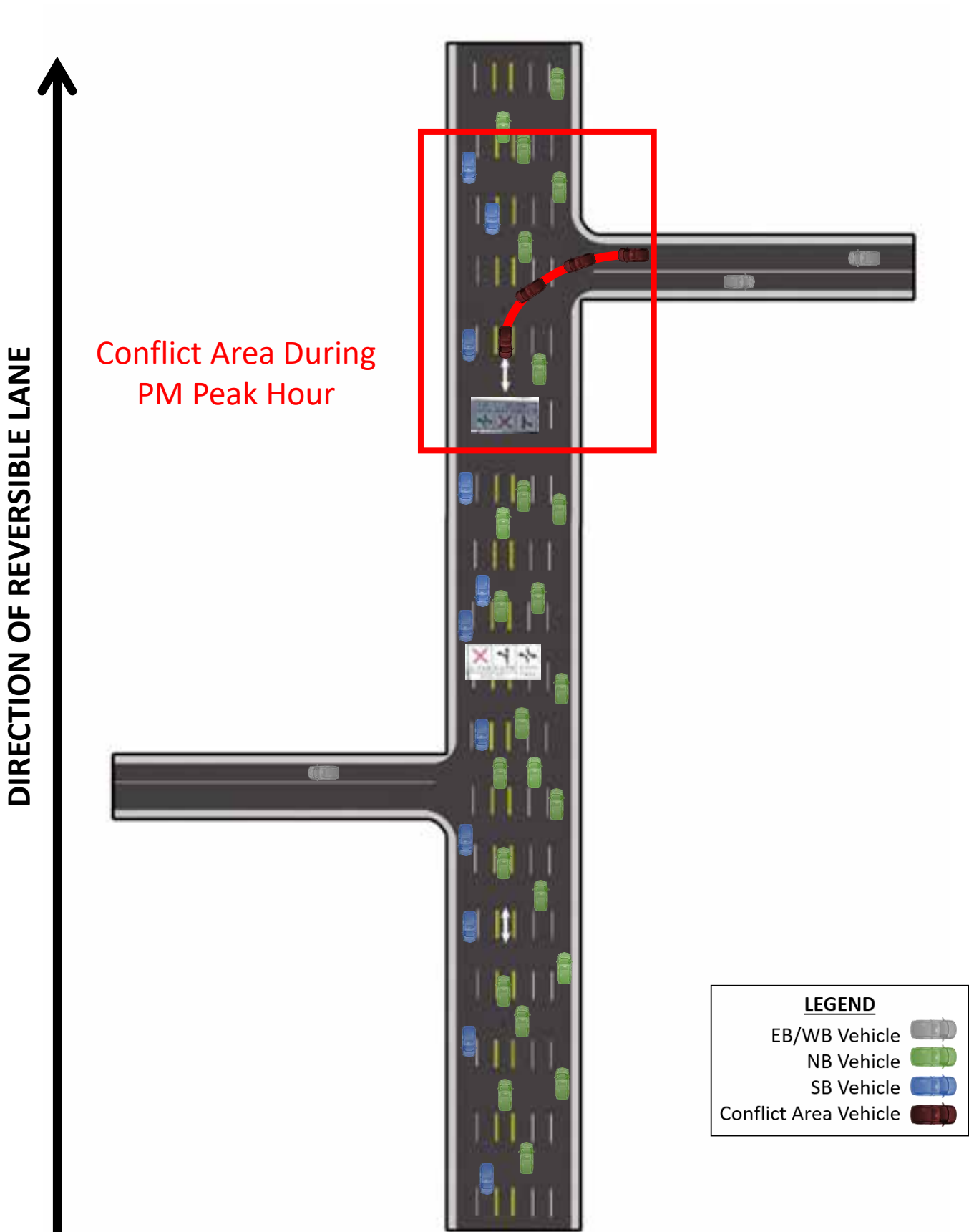
Conflict Area Type 2:

Vehicle turning from side street



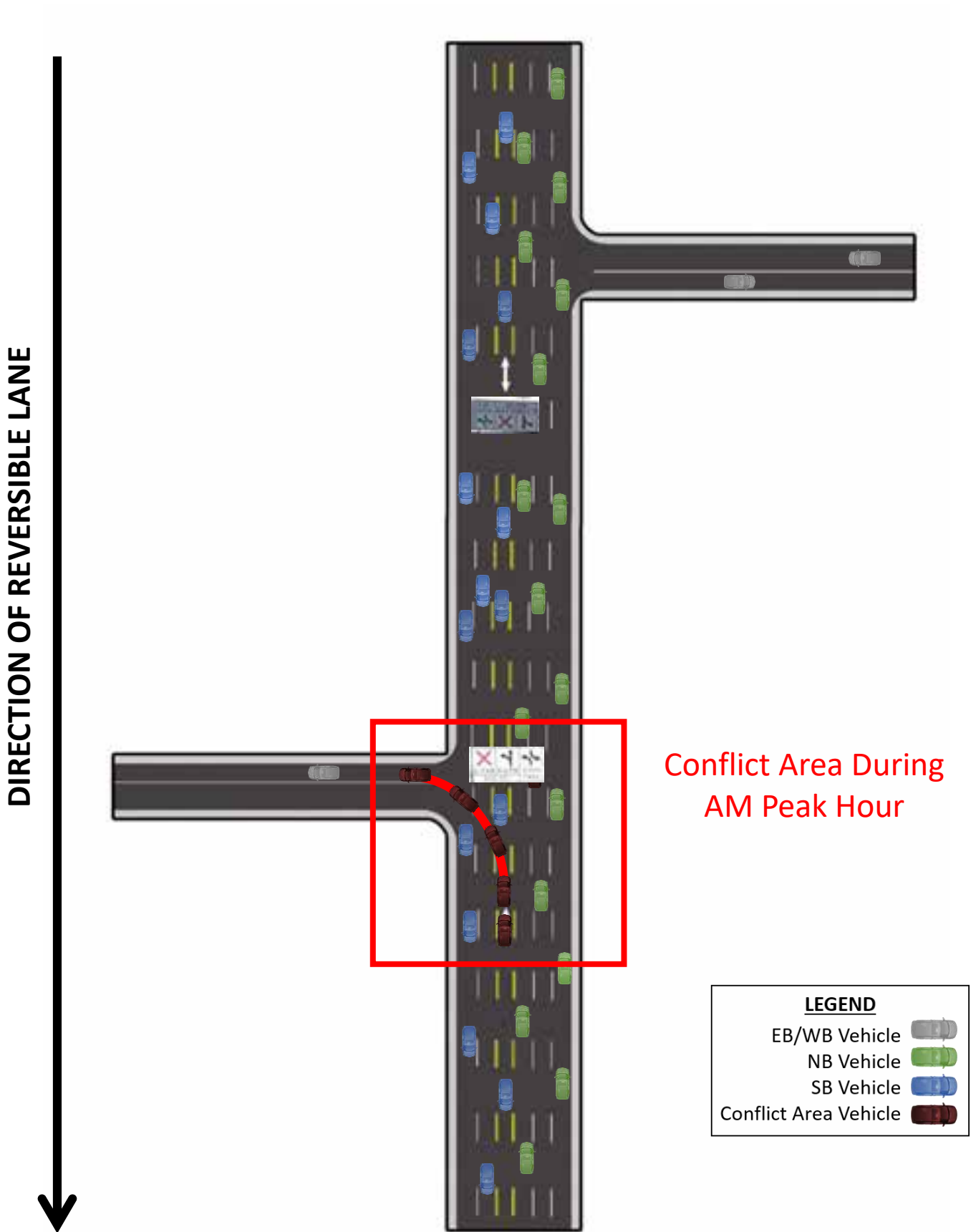
Conflict Area Type 2:

Vehicle turning from side street

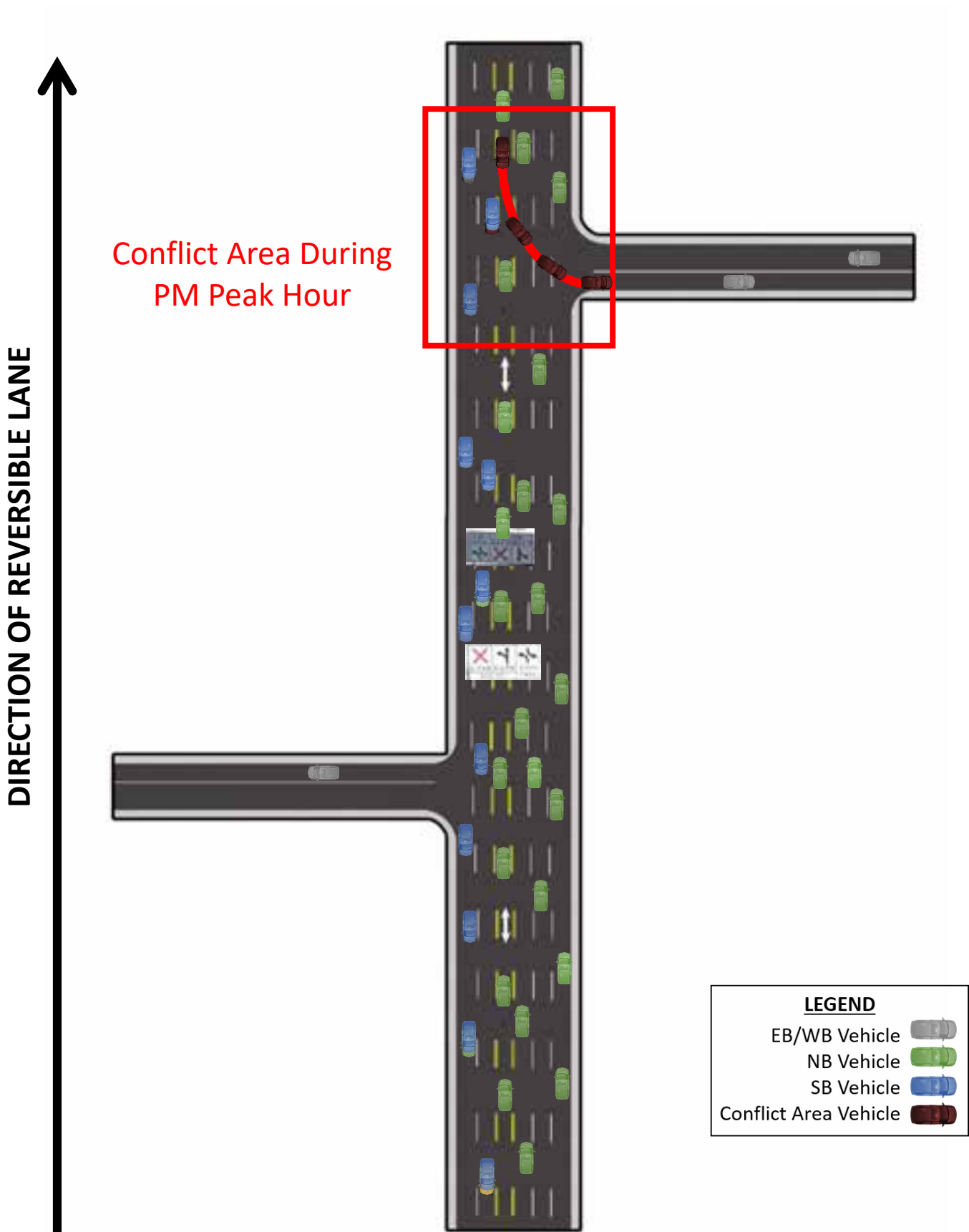


Conflict Area Type 3:

Vehicle turning to a side street

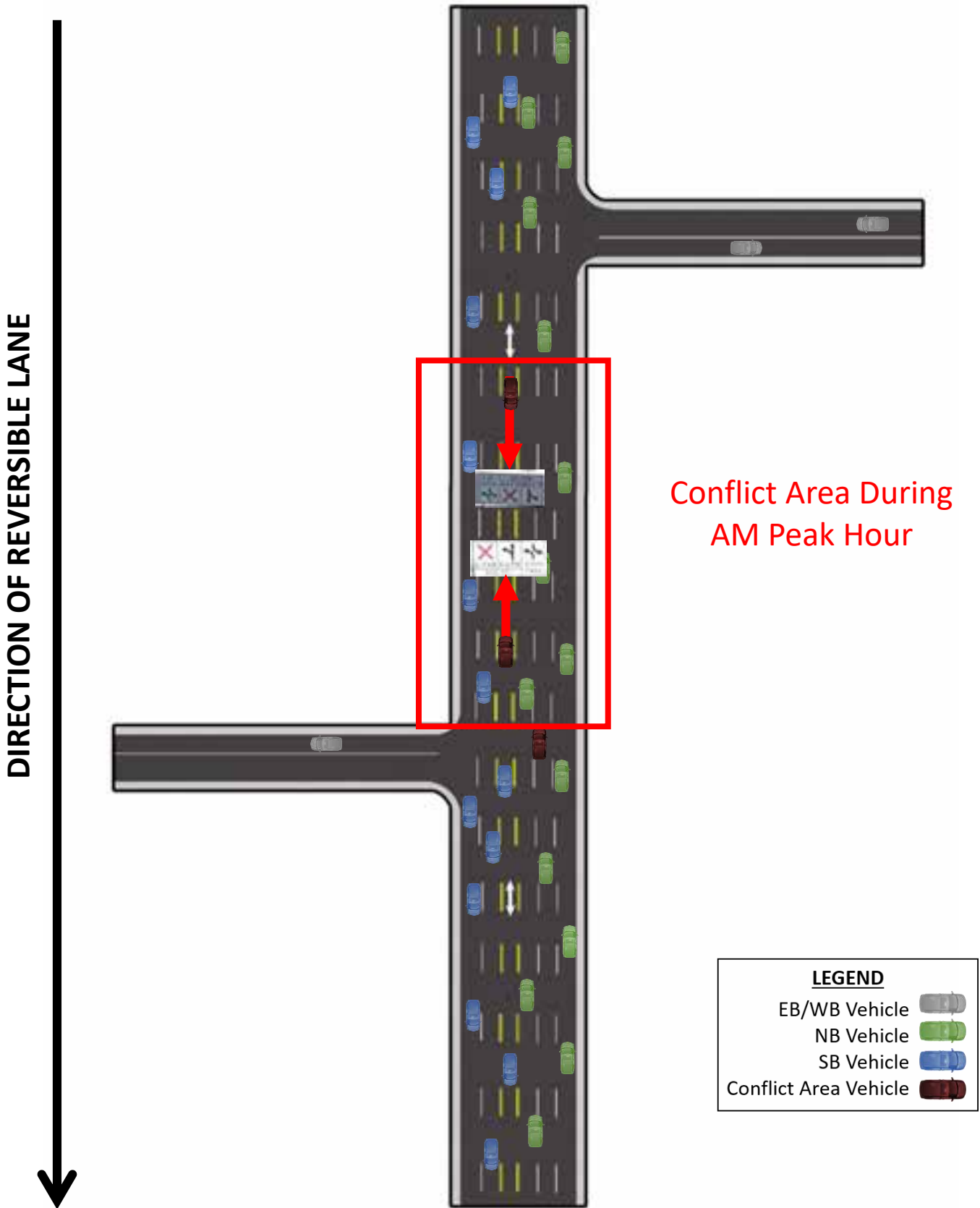


Conflict Area Type 3:
Vehicle turning to a side street



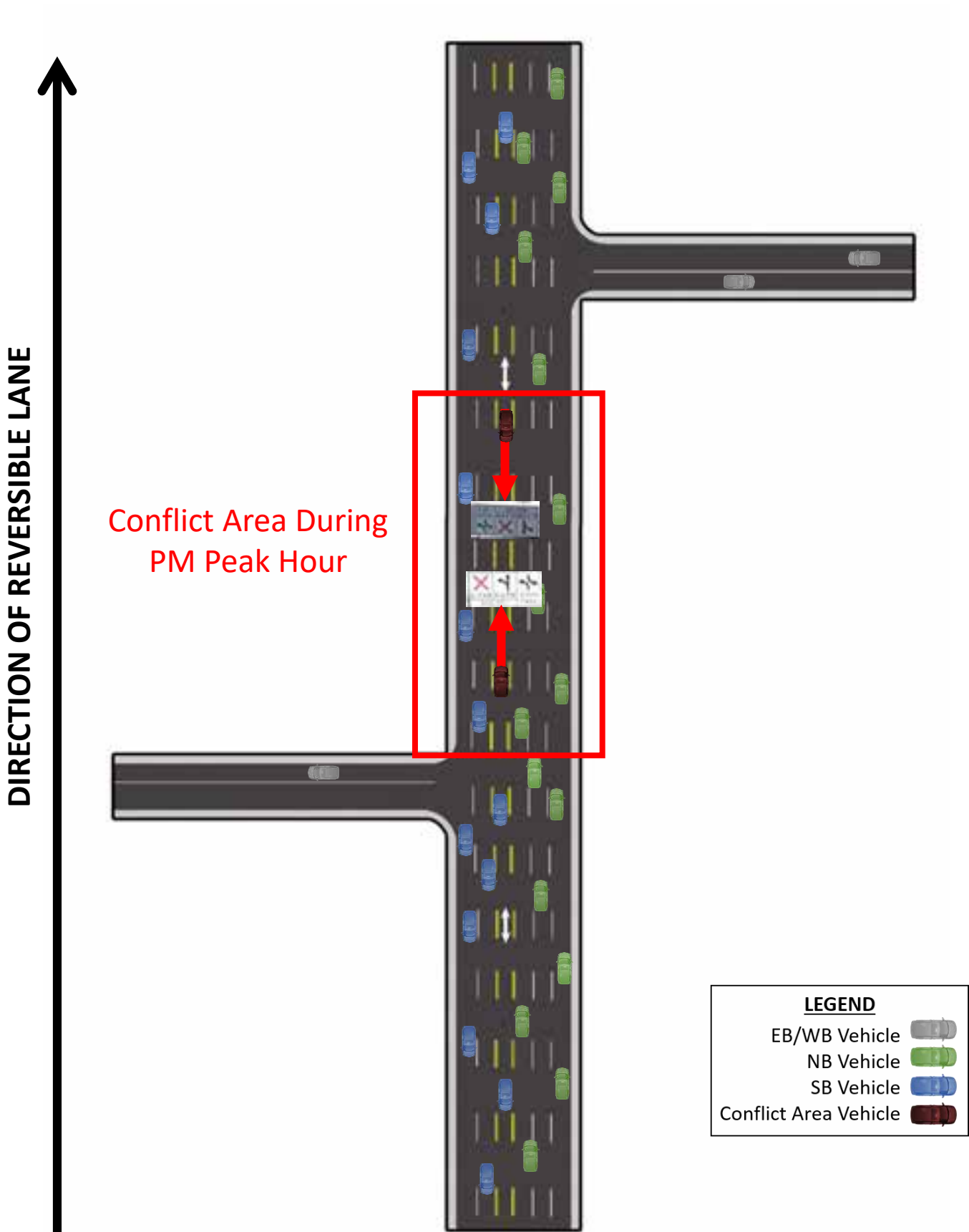
Conflict Area Type 4:

Vehicles using reversible lane as center two-way left turn during peak hours



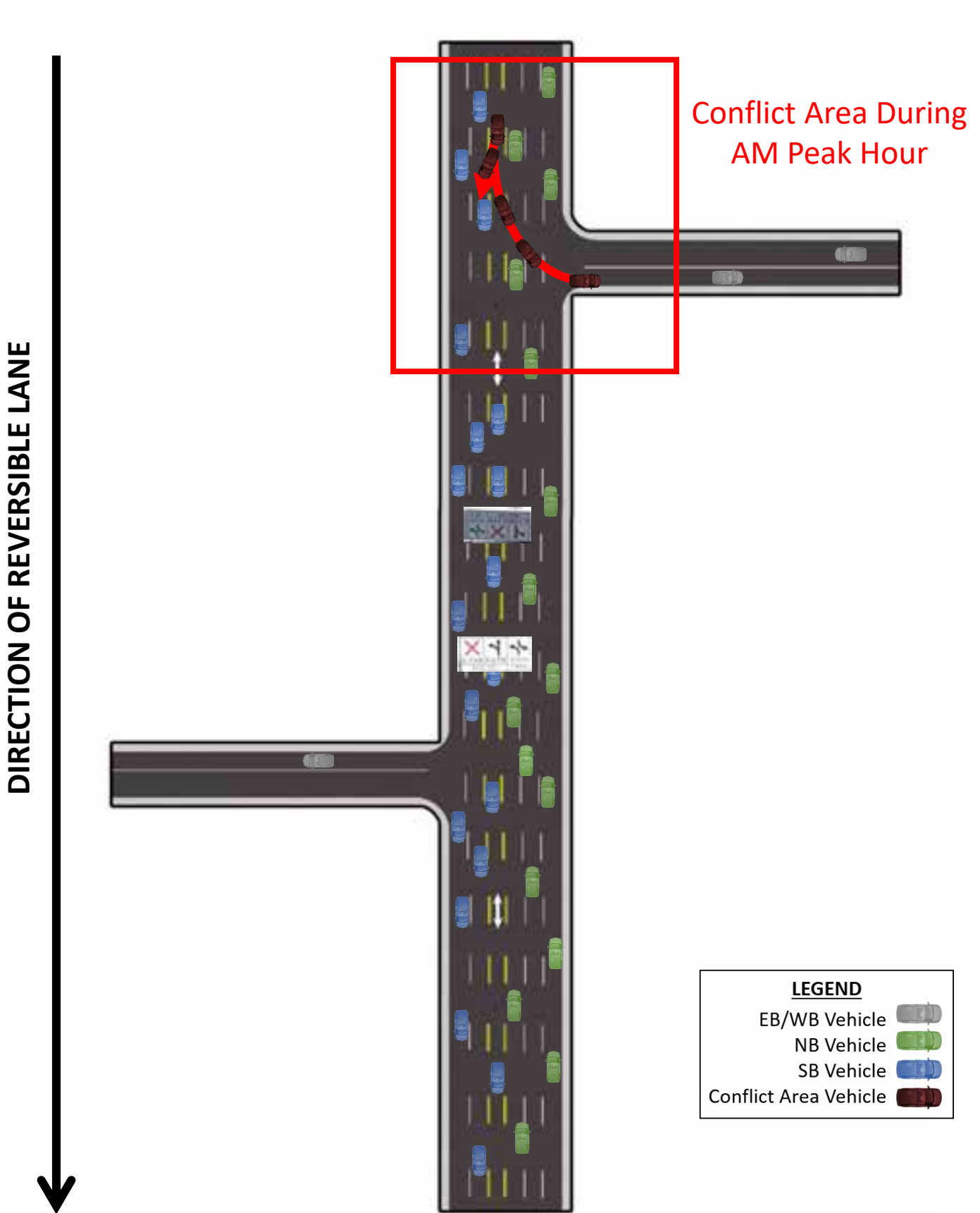
Conflict Area Type 4:

Vehicles using reversible lane as center two-way left turn during peak hours



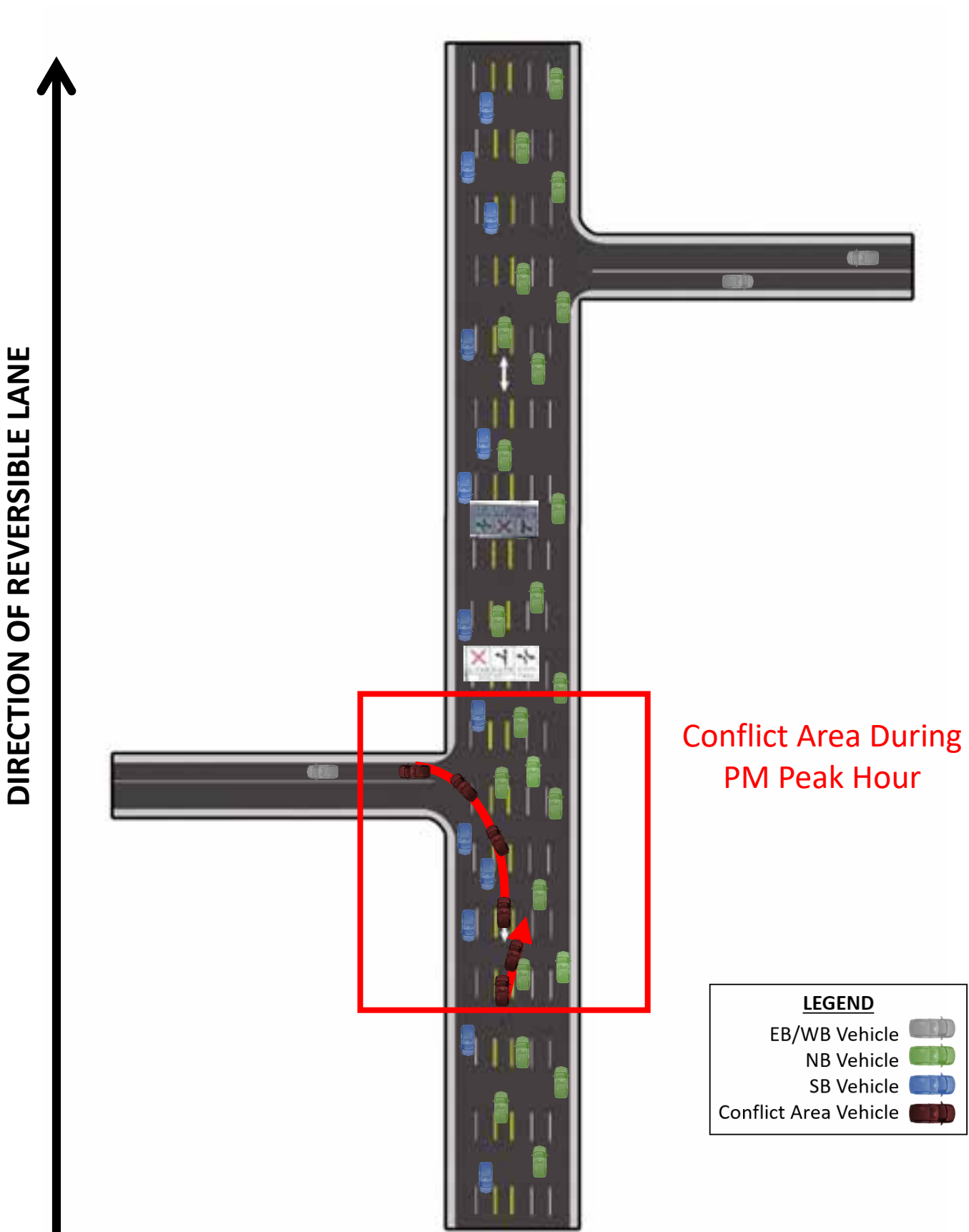
Conflict Area Type 5:

Vehicle turning to a side street from reversible lane causing queue, vehicles behind merge right



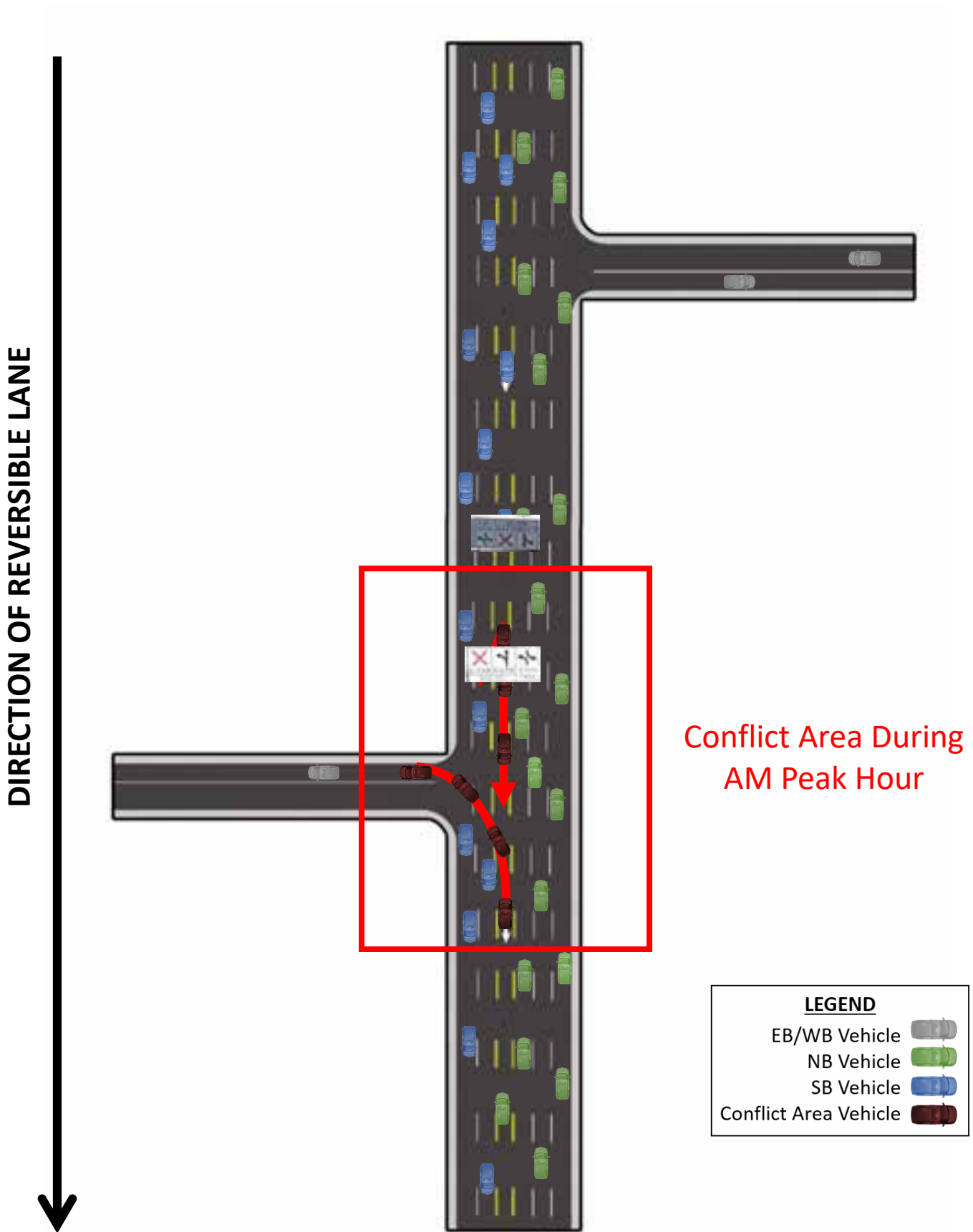
Conflict Area Type 5:

Vehicle turning to a side street from reversible lane causing queue, vehicles behind merge right



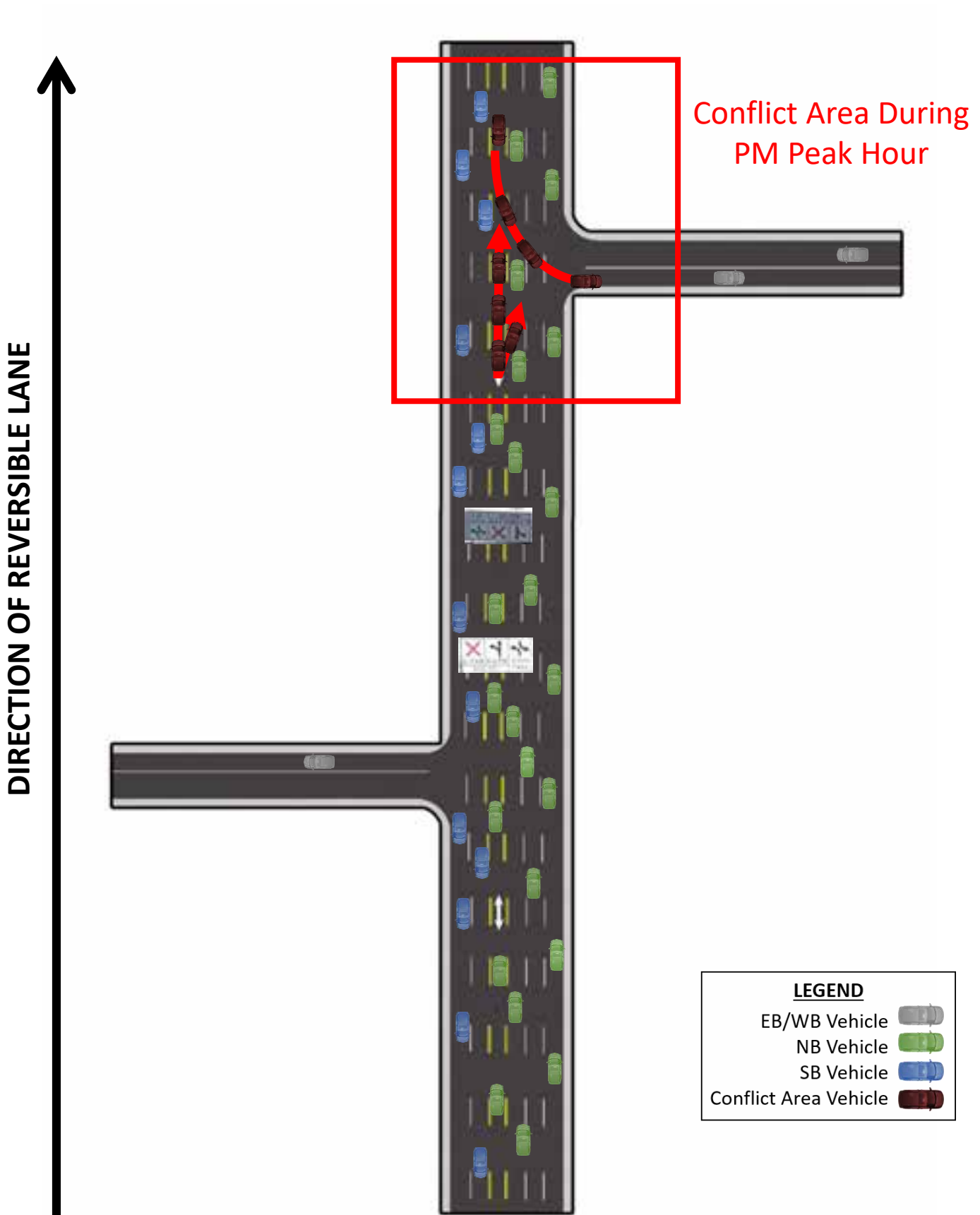
Conflict Area Type 6:

Vehicle turning to a side street in opposite direction of reversible lane causing queue, vehicles behind merge right



Conflict Area Type 6:

Vehicle turning to a side street in opposite direction of reversible lane causing queue, vehicles behind merge right



Appendix H

7th Avenue Existing Configurations Capacity Analysis Results

Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	785	144	235	411	63	145	1084	230	220	1519	36
Future Volume (vph)	81	785	144	235	411	63	145	1084	230	220	1519	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	235		0	150		0	260		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.98	1.00			0.99			0.99			1.00	
Frt		0.977			0.980			0.974			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3445	0	1770	4955	0	1770	4919	0	1770	5062	0
Flt Permitted	0.457			0.096			0.114			0.102		
Satd. Flow (perm)	838	3445	0	179	4955	0	212	4919	0	190	5062	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			28			39			3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1311			2676			560			354	
Travel Time (s)		25.5			52.1			10.9			6.9	
Confl. Peds. (#/hr)	23		7	7		23	33		17	17		33
Confl. Bikes (#/hr)			3									3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	86	835	153	250	437	67	154	1153	245	234	1616	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	988	0	250	504	0	154	1398	0	234	1654	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	31.2		12.5	31.2		9.5	26.9		9.5	26.9	
Total Split (s)	10.0	44.0		18.0	52.0		13.0	40.0		18.0	45.0	
Total Split (%)	8.3%	36.7%		15.0%	43.3%		10.8%	33.3%		15.0%	37.5%	
Maximum Green (s)	6.0	38.8		15.0	46.8		9.0	35.1		14.0	40.1	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	1.6		0.0	1.6		1.0	1.3		1.0	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.2		3.0	5.2		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		18.0			18.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020

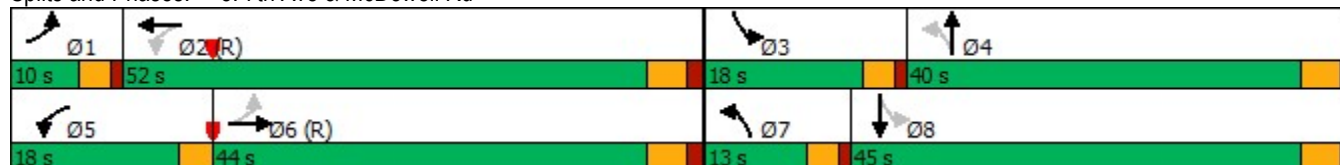


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	46.0	38.8		59.0	46.8		45.0	35.1		54.0	40.1	
Actuated g/C Ratio	0.38	0.32		0.49	0.39		0.38	0.29		0.45	0.33	
v/c Ratio	0.23	0.88		0.87	0.26		0.79	0.95		0.87	0.98	
Control Delay	19.2	47.8		58.5	23.8		52.1	55.5		72.4	27.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.2	47.8		58.5	23.8		52.1	55.5		72.4	27.4	
LOS	B	D		E	C		D	E		E	C	
Approach Delay		45.5			35.3			55.2			33.0	
Approach LOS		D			D			E			C	
Queue Length 50th (ft)	35	373		136	90		70	380		115	198	
Queue Length 95th (ft)	65	#474		#285	118		#175	#482		m#252	#554	
Internal Link Dist (ft)		1231			2596			480			274	
Turn Bay Length (ft)	250			235			150			260		
Base Capacity (vph)	367	1126		286	1949		196	1466		269	1693	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.88		0.87	0.26		0.79	0.95		0.87	0.98	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 85
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 42.4 Intersection LOS: D
 Intersection Capacity Utilization 93.1% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: 7th Ave & McDowell Rd



Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↑↑↑			↑↑↑	
Traffic Volume (vph)	247	210	67	12	17	3	0	1254	8	0	1890	41
Future Volume (vph)	247	210	67	12	17	3	0	1254	8	0	1890	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	1.00		1.00	1.00			1.00			1.00	
Fr _t		0.964			0.979			0.999			0.997	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	1787	0	1770	1818	0	0	5079	0	0	5067	0
Fl _t Permitted	0.744			0.437								
Satd. Flow (perm)	1374	1787	0	811	1818	0	0	5079	0	0	5067	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			3			1			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		577			578			2273			2676	
Travel Time (s)		15.7			15.8			44.3			52.1	
Confl. Peds. (#/hr)	5		5	5		5	2		1	1		2
Confl. Bikes (#/hr)						1			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	263	223	71	13	18	3	0	1334	9	0	2011	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	294	0	13	21	0	0	1343	0	0	2055	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4								
Minimum Split (s)	25.8	25.8		25.8	25.8			23.6			23.6	
Total Split (s)	47.0	47.0		47.0	47.0			73.0			73.0	
Total Split (%)	39.2%	39.2%		39.2%	39.2%			60.8%			60.8%	
Maximum Green (s)	42.2	42.2		42.2	42.2			68.4			68.4	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			8.0			8.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020

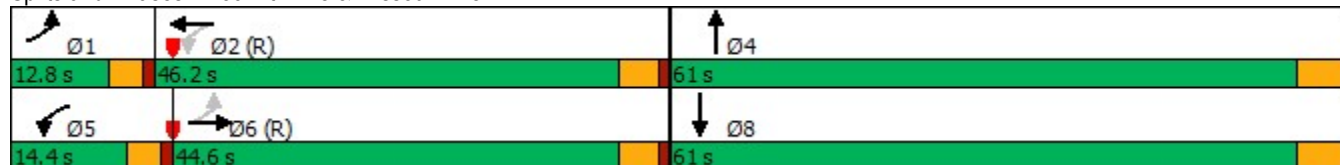


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	49.4	39.8		52.6	41.4			55.9			55.9	
Actuated g/C Ratio	0.41	0.33		0.44	0.34			0.47			0.47	
v/c Ratio	0.15	0.80		0.62	0.30			0.21			0.91	
Control Delay	19.4	42.5		33.8	28.5			36.1			58.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	19.4	42.5		33.8	28.5			36.1			58.7	
LOS	B	D		C	C			D			E	
Approach Delay		41.0			29.9			36.1			58.7	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	29	342		62	103			112			640	
Queue Length 95th (ft)	56	425		115	143			151			m606	
Internal Link Dist (ft)		710			2567			2617			2553	
Turn Bay Length (ft)	110			150								
Base Capacity (vph)	442	1163		223	1206			2322			2360	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.15	0.80		0.62	0.30			0.21			0.91	

Intersection Summary

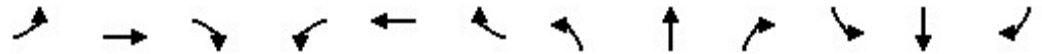
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 48.2 Intersection LOS: D
 Intersection Capacity Utilization 83.9% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: 7th Ave & Missouri Ave



Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	
Traffic Volume (vph)	114	1141	43	109	493	53	0	988	450	0	1795	132
Future Volume (vph)	114	1141	43	109	493	53	0	988	450	0	1795	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	180		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	1.00			1.00			0.99			1.00	
Frt		0.995			0.985			0.953			0.990	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3518	0	1770	4991	0	0	4791	0	0	5024	0
Flt Permitted	0.397			0.084								
Satd. Flow (perm)	732	3518	0	156	4991	0	0	4791	0	0	5024	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			18			120			12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		610			2811			2676			1147	
Travel Time (s)		11.9			54.8			52.1			22.3	
Confl. Peds. (#/hr)	15		8	8		15	11		15	15		11
Confl. Bikes (#/hr)			2			3			3			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	118	1176	44	112	508	55	0	1019	464	0	1851	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	1220	0	112	563	0	0	1483	0	0	1987	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	27.1		9.5	27.1			28.2			28.2	
Total Split (s)	10.6	52.3		11.2	52.9			56.5			56.5	
Total Split (%)	8.8%	43.6%		9.3%	44.1%			47.1%			47.1%	
Maximum Green (s)	7.6	47.2		8.2	47.8			51.3			51.3	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	0.0	1.5		0.0	1.5			1.6			1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.1		3.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			15.0			15.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	42.2	42.2		42.2	42.2			68.4			68.4	
Actuated g/C Ratio	0.35	0.35		0.35	0.35			0.57			0.57	
v/c Ratio	0.54	0.46		0.05	0.03			0.46			0.71	
Control Delay	36.4	32.2		26.4	23.1			6.4			16.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	36.4	32.2		26.4	23.1			6.4			16.6	
LOS	D	C		C	C			A			B	
Approach Delay		34.2			24.4			6.4			16.6	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	162	170		7	9			135			592	
Queue Length 95th (ft)	251	254		22	27			m142			649	
Internal Link Dist (ft)		497			498			2193			2596	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	483	633		285	641			2895			2889	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.54	0.46		0.05	0.03			0.46			0.71	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 65.6%
 ICU Level of Service C
 Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 69: Encanto Blvd & 7th Ave



Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	85	25	864	164	372	1894
Future Volume (vph)	85	25	864	164	372	1894
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	220		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	0.91
Ped Bike Factor	0.97	0.98	0.99			1.00
Frt		0.850	0.976			
Flt Protected	0.950					0.992
Satd. Flow (prot)	1770	1583	4937	0	0	5045
Flt Permitted	0.950					0.658
Satd. Flow (perm)	1715	1552	4937	0	0	3345
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		26	69			
Link Speed (mph)	30		35			35
Link Distance (ft)	631		1147			1520
Travel Time (s)	14.3		22.3			29.6
Confl. Peds. (#/hr)	18	4		4	4	
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	26	909	173	392	1994
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	26	1082	0	0	2386
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		2		1	2
Permitted Phases		4			2	
Minimum Split (s)	25.8	25.8	24.9		9.5	24.9
Total Split (s)	25.8	25.8	84.7		9.5	84.7
Total Split (%)	21.5%	21.5%	70.6%		7.9%	70.6%
Maximum Green (s)	21.0	21.0	79.8		5.5	79.8
Yellow Time (s)	3.0	3.0	3.6		3.0	3.6
All-Red Time (s)	1.8	1.8	1.3		1.0	1.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.8	4.8	4.9			4.9
Lead/Lag			Lag		Lead	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Walk Time (s)	8.0	8.0	8.0			8.0
Flash Dont Walk (s)	13.0	13.0	12.0			12.0
Pedestrian Calls (#/hr)	0	0	0			0

Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020

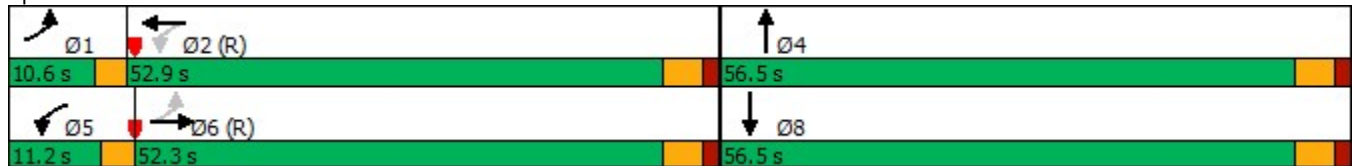


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	56.9	47.2		58.1	47.8			51.3			51.3	
Actuated g/C Ratio	0.47	0.39		0.48	0.40			0.43			0.43	
v/c Ratio	0.29	0.88		0.61	0.28			0.70			0.92	
Control Delay	17.8	42.4		32.7	24.1			11.7			25.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	17.8	42.4		32.7	24.1			11.7			25.2	
LOS	B	D		C	C			B			C	
Approach Delay		40.2			25.5			11.7			25.2	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	47	454		44	103			66			498	
Queue Length 95th (ft)	81	553		#93	132			79			m504	
Internal Link Dist (ft)		530			2731			2596			1067	
Turn Bay Length (ft)	200			180								
Base Capacity (vph)	412	1386		185	1998			2116			2154	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.29	0.88		0.61	0.28			0.70			0.92	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 25.2
 Intersection LOS: C
 Intersection Capacity Utilization 88.6%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: 7th Ave & Thomas Rd



Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	↖
Traffic Volume (vph)	121	851	73	137	348	47	0	584	272	0	2055	72
Future Volume (vph)	121	851	73	137	348	47	0	584	272	0	2055	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.98	1.00			1.00			0.99			1.00	
Frt		0.988			0.982			0.952			0.995	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3489	0	1770	3458	0	0	4776	0	0	5054	0
Flt Permitted	0.461			0.099								
Satd. Flow (perm)	845	3489	0	184	3458	0	0	4776	0	0	5054	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			13			134			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		633			2757			1520			2638	
Travel Time (s)		12.3			53.7			29.6			51.4	
Confl. Peds. (#/hr)	17		7	7		17	11		17	17		11
Confl. Bikes (#/hr)			4						1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	126	886	76	143	363	49	0	608	283	0	2141	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	962	0	143	412	0	0	891	0	0	2216	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	24.9		9.5	27.9			24.9			24.9	
Total Split (s)	12.5	43.2		14.8	45.5			62.0			62.0	
Total Split (%)	10.4%	36.0%		12.3%	37.9%			51.7%			51.7%	
Maximum Green (s)	8.5	38.3		10.8	40.6			57.1			57.1	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3			1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd

09/16/2020

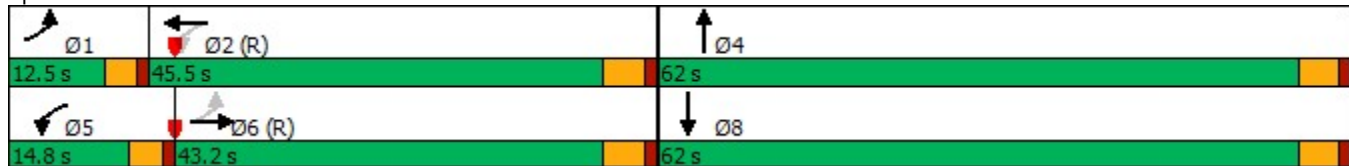


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	47.7	38.3		52.3	40.6			57.1			57.1	
Actuated g/C Ratio	0.40	0.32		0.44	0.34			0.48			0.48	
v/c Ratio	0.31	0.86		0.64	0.35			0.38			0.92	
Control Delay	22.1	47.1		36.2	29.8			16.3			56.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	22.1	47.1		36.2	29.8			16.3			56.5	
LOS	C	D		D	C			B			E	
Approach Delay		44.2			31.5			16.3			56.5	
Approach LOS		D			C			B			E	
Queue Length 50th (ft)	56	364		65	121			223			605	
Queue Length 95th (ft)	96	451		#128	165			272			m489	
Internal Link Dist (ft)		553			2677			1440			2558	
Turn Bay Length (ft)	150			150								
Base Capacity (vph)	401	1119		222	1178			2342			2408	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.31	0.86		0.64	0.35			0.38			0.92	

Intersection Summary



















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 43.2 Intersection LOS: D
 Intersection Capacity Utilization 86.3% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: 7th Ave & Osborn Rd



Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	1768	104	155	807	45	0	546	146	0	1995	128
Future Volume (vph)	242	1768	104	155	807	45	0	546	146	0	1995	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99			1.00			0.99			1.00	
Frt		0.992			0.992			0.968			0.991	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5011	0	1770	5030	0	0	4852	0	0	5025	0
Flt Permitted	0.282			0.093								
Satd. Flow (perm)	519	5011	0	173	5030	0	0	4852	0	0	5025	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			8			61			9	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			2954			2638			959	
Travel Time (s)		10.1			57.5			51.4			18.7	
Confl. Peds. (#/hr)	25		67	67		25	31		49	49		31
Confl. Bikes (#/hr)			1			3			3			3
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	244	1786	105	157	815	45	0	552	147	0	2015	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	1891	0	157	860	0	0	699	0	0	2144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	12.5	30.5		29.0	29.9			37.5			37.5	
Total Split (s)	22.4	44.0		29.0	50.6			47.0			47.0	
Total Split (%)	18.7%	36.7%		24.2%	42.2%			39.2%			39.2%	
Maximum Green (s)	18.4	38.5		25.0	45.7			41.5			41.5	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.9		1.0	1.3			1.9			1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.5		4.0	4.9			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			11.0			11.0	
Flash Dont Walk (s)		14.0			14.0			21.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020

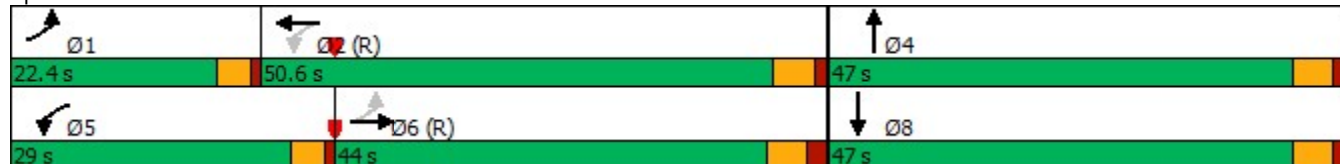


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	58.4	38.5		69.0	45.7			41.5			41.5	
Actuated g/C Ratio	0.49	0.32		0.58	0.38			0.35			0.35	
v/c Ratio	0.55	1.17		0.36	0.45			0.41			1.23	
Control Delay	18.7	121.5		17.9	28.4			47.4			141.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	18.7	121.5		17.9	28.4			47.4			141.7	
LOS	B	F		B	C			D			F	
Approach Delay		109.8			26.8			47.4			141.7	
Approach LOS		F			C			D			F	
Queue Length 50th (ft)	89	~641		54	178			164			~741	
Queue Length 95th (ft)	135	#739		113	218			205			#842	
Internal Link Dist (ft)		436			2874			2558			879	
Turn Bay Length (ft)	260			200								
Base Capacity (vph)	444	1613		432	1920			1717			1743	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.55	1.17		0.36	0.45			0.41			1.23	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 99.8
 Intersection LOS: F
 Intersection Capacity Utilization 99.4%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: 7th Ave & Indian School



Lanes, Volumes, Timings

2: Campbell Ave & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↑↑↑			↕	
Traffic Volume (vph)	5	4	11	91	1	30	0	671	187	114	2121	7
Future Volume (vph)	5	4	11	91	1	30	0	671	187	114	2121	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		120	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.98		0.99	0.97			0.99				1.00
Frt		0.923			0.855			0.967				
Flt Protected		0.988		0.950								0.997
Satd. Flow (prot)	0	1676	0	1770	1550	0	0	4871	0	0	5069	0
Flt Permitted		0.956		0.744								0.781
Satd. Flow (perm)	0	1617	0	1371	1550	0	0	4871	0	0	3970	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			32			170				1
Link Speed (mph)		25			25			35				35
Link Distance (ft)		205			643			670				2612
Travel Time (s)		5.6			17.5			13.1				50.9
Confl. Peds. (#/hr)	6		6	6		6	7		6	6		7
Confl. Bikes (#/hr)			1			4						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	4	12	98	1	32	0	722	201	123	2281	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	98	33	0	0	923	0	0	2412	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA		Perm		NA
Protected Phases		4			4			2				2
Permitted Phases	4			4						2		
Minimum Split (s)	24.8	24.8		24.8	24.8			23.6		23.6		23.6
Total Split (s)	25.0	25.0		25.0	25.0			95.0		95.0		95.0
Total Split (%)	20.8%	20.8%		20.8%	20.8%			79.2%		79.2%		79.2%
Maximum Green (s)	20.2	20.2		20.2	20.2			90.4		90.4		90.4
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6		3.6		3.6
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0		1.0		1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)		4.8		4.8	4.8			4.6				4.6
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0		8.0
Flash Dont Walk (s)	12.0	12.0		12.0	12.0			7.0		7.0		7.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0		0

Lanes, Volumes, Timings
2: Campbell Ave & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)		20.2		20.2	20.2			90.4			90.4	
Actuated g/C Ratio		0.17		0.17	0.17			0.75			0.75	
v/c Ratio		0.07		0.43	0.11			0.25			0.81	
Control Delay		26.8		51.2	15.6			11.7			28.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		26.8		51.2	15.6			11.7			28.1	
LOS		C		D	B			B			C	
Approach Delay		26.8			42.3			11.7			28.1	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)		6		69	1			150			661	
Queue Length 95th (ft)		29		125	30			182			m618	
Internal Link Dist (ft)		125			563			590			2532	
Turn Bay Length (ft)												
Base Capacity (vph)		282		230	287			3711			2990	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.07		0.43	0.11			0.25			0.81	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
Natural Cycle:	80
Control Type:	Pretimed
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	24.3
Intersection LOS:	C
Intersection Capacity Utilization:	89.1%
ICU Level of Service:	E
Analysis Period (min):	15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Campbell Ave & 7th Ave



Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕↕		↔	↕↕↕			↕↕↕			↕↕↕	↕
Traffic Volume (vph)	73	1241	170	127	657	21	0	451	123	137	1920	48
Future Volume (vph)	73	1241	170	127	657	21	0	451	123	137	1920	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	360		0	0		0	0		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	0.91	0.91	1.00
Ped Bike Factor	0.98	0.99		1.00	1.00			0.99			1.00	0.94
Frt		0.982			0.995			0.968				0.850
Flt Protected	0.950			0.950							0.997	
Satd. Flow (prot)	1770	4968	0	1770	5051	0	0	4896	0	0	5070	1583
Flt Permitted	0.950			0.950							0.773	
Satd. Flow (perm)	1743	4968	0	1762	5051	0	0	4896	0	0	3930	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			4			70				73
Link Speed (mph)		35			35			35				35
Link Distance (ft)		728			2634			2612				2697
Travel Time (s)		14.2			51.3			50.9				52.5
Confl. Peds. (#/hr)	28		22	22		28	51		14	14		51
Confl. Bikes (#/hr)						3			1			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	76	1293	177	132	684	22	0	470	128	143	2000	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	1470	0	132	706	0	0	598	0	0	2143	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA			NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases										8		8
Minimum Split (s)	10.9	30.1		10.9	30.1			44.0		10.0	44.0	44.0
Total Split (s)	17.6	38.8		15.2	36.4			56.0		10.0	66.0	66.0
Total Split (%)	14.7%	32.3%		12.7%	30.3%			46.7%		8.3%	55.0%	55.0%
Maximum Green (s)	11.7	33.7		9.3	31.3			50.0		5.0	60.0	60.0
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.0	3.6	3.6
All-Red Time (s)	2.9	1.5		2.9	1.5			2.4		2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.9	5.1		5.9	5.1			6.0			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag			Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes		Yes		
Walk Time (s)		8.0			8.0			8.0			8.0	8.0
Flash Dont Walk (s)		17.0			17.0			30.0			30.0	30.0
Pedestrian Calls (#/hr)		0			0			0			0	0

Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Act Effect Green (s)	21.0	21.0	79.8			84.4
Actuated g/C Ratio	0.18	0.18	0.66			0.70
v/c Ratio	0.29	0.09	0.33			1.10dl
Control Delay	45.9	15.8	23.1			49.6
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	45.9	15.8	23.1			49.6
LOS	D	B	C			D
Approach Delay	39.1		23.1			49.6
Approach LOS	D		C			D
Queue Length 50th (ft)	61	0	217			633
Queue Length 95th (ft)	111	26	267			#698
Internal Link Dist (ft)	551		1067			1440
Turn Bay Length (ft)		220				
Base Capacity (vph)	309	293	3306			2417
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.29	0.09	0.33			0.99

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 41.3
 Intersection LOS: D
 Intersection Capacity Utilization 94.2%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 72: 7th Ave & Earll Dr



Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷		↶	↶↷			↶↷↸			↶↷↸	
Traffic Volume (vph)	64	827	70	133	307	40	0	366	112	0	2002	50
Future Volume (vph)	64	827	70	133	307	40	0	366	112	0	2002	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00			1.00	
Frt		0.988			0.983			0.965			0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3492	0	1770	3473	0	0	4886	0	0	5063	0
Flt Permitted	0.497			0.107								
Satd. Flow (perm)	924	3492	0	199	3473	0	0	4886	0	0	5063	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			13			86				4
Link Speed (mph)		35			35			35				40
Link Distance (ft)		790			2647			2697				2633
Travel Time (s)		15.4			51.6			52.5				44.9
Confl. Peds. (#/hr)	2		4	4		2	1		4	4		1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	67	861	73	139	320	42	0	381	117	0	2085	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	934	0	139	362	0	0	498	0	0	2137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	12.5	28.8		12.5	28.8			28.1			24.1	
Total Split (s)	12.8	44.6		14.4	46.2			61.0			61.0	
Total Split (%)	10.7%	37.2%		12.0%	38.5%			50.8%			50.8%	
Maximum Green (s)	8.8	39.8		10.4	41.4			55.9			55.9	
Yellow Time (s)	3.0	3.6		3.0	3.6			4.0			4.0	
All-Red Time (s)	1.0	1.2		1.0	1.2			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.8		4.0	4.8			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		16.0			16.0			15.0			10.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

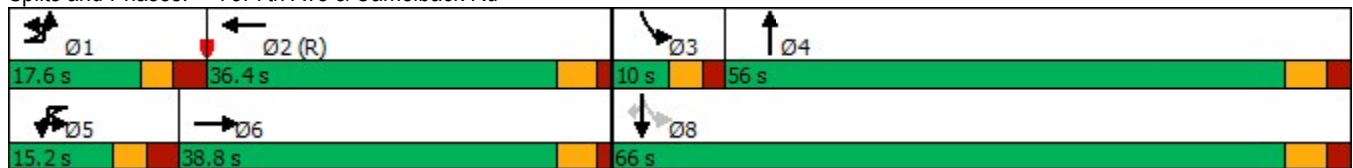
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	11.7	33.7		9.3	31.3			50.0			60.0	60.0
Actuated g/C Ratio	0.10	0.28		0.08	0.26			0.42			0.50	0.50
v/c Ratio	0.44	1.04		0.96	0.53			0.29			1.07	0.06
Control Delay	59.8	77.9		123.3	39.6			9.5			91.0	13.7
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	59.8	77.9		123.3	39.6			9.5			91.0	13.7
LOS	E	E		F	D			A			F	B
Approach Delay		77.0			52.8			9.5			89.2	
Approach LOS		E			D			A			F	
Queue Length 50th (ft)	56	~448		104	171			35			~693	11
Queue Length 95th (ft)	108	#546		#231	214			46			#795	m14
Internal Link Dist (ft)		648			2554			2532			2617	
Turn Bay Length (ft)	360			360								150
Base Capacity (vph)	172	1408		137	1320			2080			2003	780
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.44	1.04		0.96	0.53			0.29			1.07	0.06

Intersection Summary

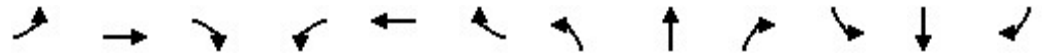
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 145
 Control Type: Pretimed
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 70.4 Intersection LOS: E
 Intersection Capacity Utilization 125.8% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 78: 7th Ave & Camelback Rd



Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

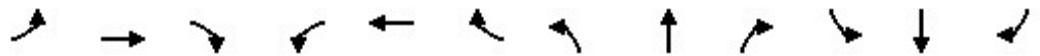
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕			↕			↕	↖
Traffic Volume (vph)	76	1398	138	117	590	31	0	332	110	0	1834	78
Future Volume (vph)	76	1398	138	117	590	31	0	332	110	0	1834	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor					1.00			1.00			1.00	
Frt		0.987			0.992			0.963			0.994	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3493	0	1770	5041	0	0	4880	0	0	5050	0
Flt Permitted	0.363			0.075								
Satd. Flow (perm)	676	3493	0	140	5041	0	0	4880	0	0	5050	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			9			79			6	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		633			1494			2633			2655	
Travel Time (s)		10.8			25.5			44.9			45.3	
Confl. Peds. (#/hr)							6		1	1		6
Confl. Bikes (#/hr)						1			1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	78	1441	142	121	608	32	0	342	113	0	1891	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	1583	0	121	640	0	0	455	0	0	1971	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	12.5	26.1		12.5	26.1			25.1			25.1	
Total Split (s)	12.6	58.2		12.8	58.4			49.0			49.0	
Total Split (%)	10.5%	48.5%		10.7%	48.7%			40.8%			40.8%	
Maximum Green (s)	8.6	53.1		8.8	53.3			43.9			43.9	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		13.0			13.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020

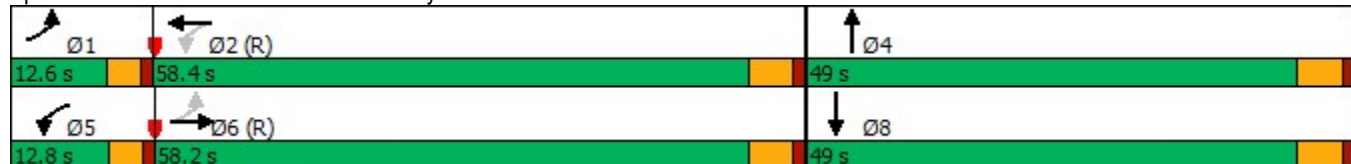


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	62.8	53.1		63.2	53.3			43.9			43.9	
Actuated g/C Ratio	0.52	0.44		0.53	0.44			0.37			0.37	
v/c Ratio	0.18	1.02		0.63	0.29			0.25			1.06	
Control Delay	13.4	61.5		34.1	21.3			5.9			87.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	13.4	61.5		34.1	21.3			5.9			87.7	
LOS	B	E		C	C			A			F	
Approach Delay		59.2			23.4			5.9			87.7	
Approach LOS		E			C			A			F	
Queue Length 50th (ft)	27	~682		42	111			28			~520	
Queue Length 95th (ft)	50	#823		#111	140			39			#627	
Internal Link Dist (ft)		553			1414			2553			2575	
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	432	1551		193	2244			1835			1851	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.18	1.02		0.63	0.29			0.25			1.06	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 60.2
 Intersection LOS: E
 Intersection Capacity Utilization 98.7%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 82: 7th Ave & Bethany Home Rd



Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	260	64	88	132	58	0	372	107	0	1885	39
Future Volume (vph)	31	260	64	88	132	58	0	372	107	0	1885	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00	0.99			0.99			1.00	
Frt		0.970			0.954			0.966			0.997	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1800	0	1770	1766	0	0	4856	0	0	5067	0
Flt Permitted	0.560			0.382								
Satd. Flow (perm)	1039	1800	0	709	1766	0	0	4856	0	0	5067	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			21			98			4	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		693			2670			2655			2650	
Travel Time (s)		13.5			52.0			45.3			45.2	
Confl. Peds. (#/hr)	3		4	4		3	2		7	7		2
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	33	277	68	94	140	62	0	396	114	0	2005	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	345	0	94	202	0	0	510	0	0	2046	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	24.9	24.9		24.9	24.9			24.0			24.0	
Total Split (s)	48.0	48.0		48.0	48.0			72.0			72.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%			60.0%			60.0%	
Maximum Green (s)	43.1	43.1		43.1	43.1			67.0			67.0	
Yellow Time (s)	3.6	3.6		3.6	3.6			4.0			4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0			5.0			5.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	43.1	43.1		43.1	43.1			67.0			67.0	
Actuated g/C Ratio	0.36	0.36		0.36	0.36			0.56			0.56	
v/c Ratio	0.09	0.53		0.37	0.31			0.19			0.72	
Control Delay	26.5	33.3		33.7	26.3			15.1			35.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	26.5	33.3		33.7	26.3			15.1			35.3	
LOS	C	C		C	C			B			D	
Approach Delay		32.7			28.7			15.1			35.3	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	17	205		53	100			80			440	
Queue Length 95th (ft)	41	299		104	162			108			m430	
Internal Link Dist (ft)		613			2590			2575			2570	
Turn Bay Length (ft)	130			150								
Base Capacity (vph)	373	651		254	647			2754			2830	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.09	0.53		0.37	0.31			0.19			0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 31.2 Intersection LOS: C
 Intersection Capacity Utilization 72.2% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 84: 7th Ave & Maryland Ave



Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	1294	98	162	607	75	0	303	138	0	1791	49
Future Volume (vph)	39	1294	98	162	607	75	0	303	138	0	1791	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00			1.00	
Frt		0.989			0.983			0.953			0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3496	0	1770	4990	0	0	4825	0	0	5063	0
Flt Permitted	0.345			0.073								
Satd. Flow (perm)	642	3496	0	136	4990	0	0	4825	0	0	5063	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			24			110				4
Link Speed (mph)		40			40			40				40
Link Distance (ft)		524			2657			2650				5297
Travel Time (s)		8.9			45.3			45.2				90.3
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	42	1391	105	174	653	81	0	326	148	0	1926	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	1496	0	174	734	0	0	474	0	0	1979	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2								
Minimum Split (s)	9.5	25.1		9.5	25.1			25.1			25.1	
Total Split (s)	9.6	56.1		13.6	60.1			50.3			50.3	
Total Split (%)	8.0%	46.8%		11.3%	50.1%			41.9%			41.9%	
Maximum Green (s)	5.6	51.0		9.6	55.0			45.2			45.2	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	57.7	51.0		65.7	55.0			45.2			45.2	

Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

09/16/2020

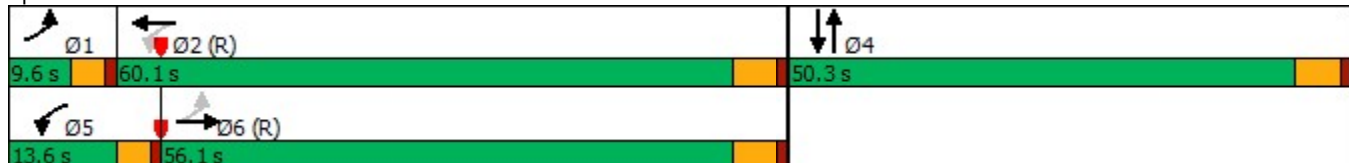


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.48	0.42		0.55	0.46			0.38			0.38	
v/c Ratio	0.12	1.00		0.85	0.32			0.25			1.04	
Control Delay	13.7	58.8		59.0	20.3			9.8			61.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	13.7	58.8		59.0	20.3			9.8			61.8	
LOS	B	E		E	C			A			E	
Approach Delay		57.6			27.8			9.8			61.8	
Approach LOS		E			C			A			E	
Queue Length 50th (ft)	14	~603		81	124			42			~619	
Queue Length 95th (ft)	32	#776		#209	155			69			#718	
Internal Link Dist (ft)		444			2577			2570			5217	
Turn Bay Length (ft)	260			140								
Base Capacity (vph)	361	1490		205	2300			1885			1909	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.12	1.00		0.85	0.32			0.25			1.04	

Intersection Summary




















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 49.1 Intersection LOS: D
 Intersection Capacity Utilization 95.4% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 86: 7th Ave & Glendale Ave



Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	1048	81	227	882	131	0	336	125	0	1327	26
Future Volume (vph)	54	1048	81	227	882	131	0	336	125	0	1327	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	220		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00						1.00			1.00	
Frt		0.989			0.981			0.959			0.997	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3496	0	1770	4989	0	0	4853	0	0	5069	0
Flt Permitted	0.244			0.077								
Satd. Flow (perm)	455	3496	0	143	4989	0	0	4853	0	0	5069	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			33			84				3
Link Speed (mph)		40			40			40				40
Link Distance (ft)		683			2659			5297				250
Travel Time (s)		11.6			45.3			90.3				4.3
Confl. Peds. (#/hr)			2	2			2		4	4		2
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	59	1152	89	249	969	144	0	369	137	0	1458	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	1241	0	249	1113	0	0	506	0	0	1487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	25.1		9.5	25.1			29.5			29.5	
Total Split (s)	9.9	53.0		22.4	65.5			44.6			44.6	
Total Split (%)	8.3%	44.2%		18.7%	54.6%			37.2%			37.2%	
Maximum Green (s)	5.9	47.9		18.4	60.4			39.1			39.1	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.5			1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

09/16/2020

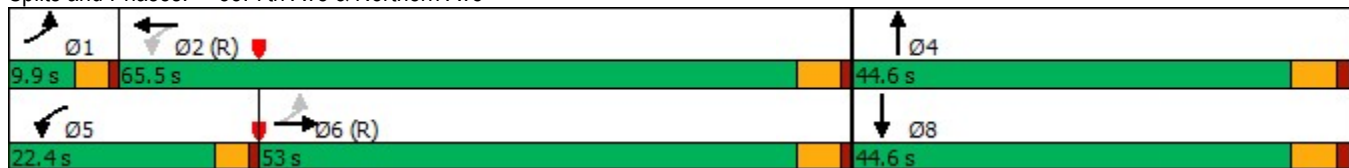


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	54.9	47.9		71.4	60.4			39.1			39.1	
Actuated g/C Ratio	0.46	0.40		0.60	0.50			0.33			0.33	
v/c Ratio	0.22	0.89		0.75	0.44			0.31			0.90	
Control Delay	13.5	42.4		42.4	19.1			19.7			47.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	13.5	42.4		42.4	19.1			19.7			47.0	
LOS	B	D		D	B			B			D	
Approach Delay		41.1			23.3			19.7			47.0	
Approach LOS		D			C			B			D	
Queue Length 50th (ft)	18	461		131	189			72			400	
Queue Length 95th (ft)	36	#563		#246	226			99			465	
Internal Link Dist (ft)		603			2579			5217			170	
Turn Bay Length (ft)	220			220								
Base Capacity (vph)	272	1400		334	2527			1637			1653	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.22	0.89		0.75	0.44			0.31			0.90	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 35.5
 Intersection LOS: D
 Intersection Capacity Utilization 82.5%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 88: 7th Ave & Northern Ave



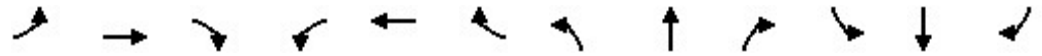
Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	450	89	334	1485	193	197	1623	168	113	965	60
Future Volume (vph)	111	450	89	334	1485	193	197	1623	168	113	965	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	235		0	150		0	260		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99		0.99	1.00			0.99			1.00	
Frt		0.975			0.983			0.986			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3426	0	1770	4975	0	1770	4988	0	1770	5030	0
Flt Permitted	0.127			0.255			0.112			0.115		
Satd. Flow (perm)	236	3426	0	470	4975	0	209	4988	0	214	5030	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			22			16			8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1311			2676			560			354	
Travel Time (s)		25.5			52.1			10.9			6.9	
Confl. Peds. (#/hr)	21		21	21		21	12		26	26		12
Confl. Bikes (#/hr)			3			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	113	459	91	341	1515	197	201	1656	171	115	985	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	550	0	341	1712	0	201	1827	0	115	1046	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	31.2		12.5	31.2		9.5	26.9		9.5	26.9	
Total Split (s)	10.0	36.7		23.6	50.3		20.0	49.3		10.4	39.7	
Total Split (%)	8.3%	30.6%		19.7%	41.9%		16.7%	41.1%		8.7%	33.1%	
Maximum Green (s)	6.0	31.5		20.6	45.1		16.0	44.4		6.4	34.8	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	1.6		0.0	1.6		1.0	1.3		1.0	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.2		3.0	5.2		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		18.0			18.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020

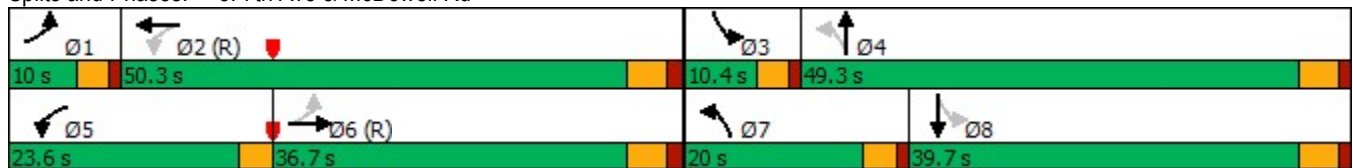


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	38.7	31.5		57.3	45.1		55.7	44.4		42.1	34.8	
Actuated g/C Ratio	0.32	0.26		0.48	0.38		0.46	0.37		0.35	0.29	
v/c Ratio	0.74	0.60		0.76	0.91		0.66	0.98		0.73	0.71	
Control Delay	51.2	40.6		32.8	43.4		34.4	55.0		57.6	18.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.2	40.6		32.8	43.4		34.4	55.0		57.6	18.1	
LOS	D	D		C	D		C	D		E	B	
Approach Delay		42.4			41.6			52.9			22.0	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	48	190		166	451		92	506		43	108	
Queue Length 95th (ft)	#125	250		#255	521		173	#626		#134	200	
Internal Link Dist (ft)		1231			2596			480			274	
Turn Bay Length (ft)	250			235			150			260		
Base Capacity (vph)	152	913		447	1883		305	1855		158	1464	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.74	0.60		0.76	0.91		0.66	0.98		0.73	0.71	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 105
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 41.7
 Intersection LOS: D
 Intersection Capacity Utilization 96.8%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: 7th Ave & McDowell Rd



Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	26	22	51	133	10	22	1927	7	0	1153	55
Future Volume (vph)	50	26	22	51	133	10	22	1927	7	0	1153	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.99	1.00			1.00			1.00	
Fr _t		0.932			0.989			0.999			0.993	
Fl _t Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	1721	0	1770	1840	0	0	6395	0	0	3510	0
Fl _t Permitted	0.563			0.724				0.903				
Satd. Flow (perm)	1046	1721	0	1340	1840	0	0	5780	0	0	3510	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			3			1			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		577			578			2273			2676	
Travel Time (s)		15.7			15.8			44.3			52.1	
Confl. Peds. (#/hr)	2		4	4		2	2					2
Confl. Bikes (#/hr)						3			2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	28	23	54	141	11	23	2050	7	0	1227	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	51	0	54	152	0	0	2080	0	0	1286	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			4		1	2			2	
Permitted Phases	4			4			2					
Minimum Split (s)	25.8	25.8		25.8	25.8		9.5	23.6			23.6	
Total Split (s)	31.0	31.0		31.0	31.0		9.5	79.5			79.5	
Total Split (%)	25.8%	25.8%		25.8%	25.8%		7.9%	66.3%			66.3%	
Maximum Green (s)	26.2	26.2		26.2	26.2		5.5	74.9			74.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6			4.6	
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			8.0			8.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020



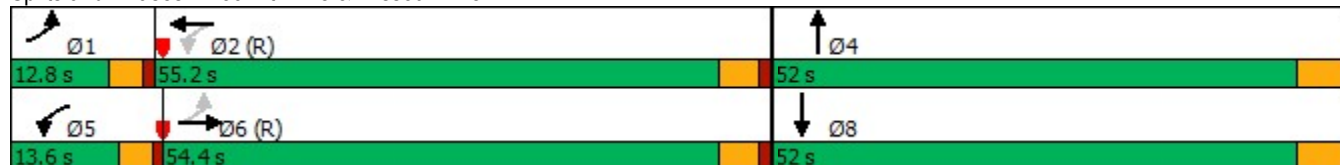
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	59.2	49.6		60.8	50.4			46.9			46.9	
Actuated g/C Ratio	0.49	0.41		0.51	0.42			0.39			0.39	
v/c Ratio	0.29	0.31		0.31	0.82			0.89			0.40	
Control Delay	17.7	23.7		16.2	36.1			52.8			37.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	17.7	23.7		16.2	36.1			52.8			37.1	
LOS	B	C		B	D			D			D	
Approach Delay		23.1			33.9			52.8			37.1	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	20	117		56	421			444			155	
Queue Length 95th (ft)	42	157		93	514			m477			214	
Internal Link Dist (ft)		710			2567			2617			2553	
Turn Bay Length (ft)	110			150								
Base Capacity (vph)	194	1445		481	1466			2484			1367	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.29	0.31		0.31	0.82			0.89			0.40	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 42.2
 Intersection LOS: D
 Intersection Capacity Utilization 80.6%
 ICU Level of Service D
 Analysis Period (min) 15

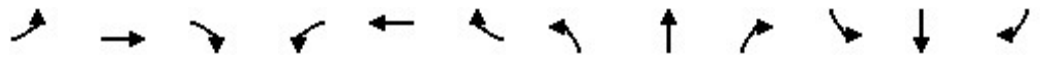
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: 7th Ave & Missouri Ave



Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↑			↗	↖
Traffic Volume (vph)	130	658	57	294	1524	171	0	1919	119	0	866	184
Future Volume (vph)	130	658	57	294	1524	171	0	1919	119	0	866	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	180		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00			0.99	
Fr _t		0.988			0.985			0.991			0.974	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	4988	0	0	6335	0	0	3430	0
Fl _t Permitted	0.104			0.189								
Satd. Flow (perm)	193	3487	0	351	4988	0	0	6335	0	0	3430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			20			12			24	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		610			2811			2676			1147	
Travel Time (s)		11.9			54.8			52.1			22.3	
Confl. Peds. (#/hr)	18		12	12		18	11		16	16		11
Confl. Bikes (#/hr)			3			3			7			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	134	678	59	303	1571	176	0	1978	123	0	893	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	737	0	303	1747	0	0	2101	0	0	1083	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	27.1		9.5	27.1			28.2			28.2	
Total Split (s)	14.0	43.4		26.6	56.0			50.0			50.0	
Total Split (%)	11.7%	36.2%		22.2%	46.7%			41.7%			41.7%	
Maximum Green (s)	11.0	38.3		23.6	50.9			44.8			44.8	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	0.0	1.5		0.0	1.5			1.6			1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.1		3.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			15.0			15.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020

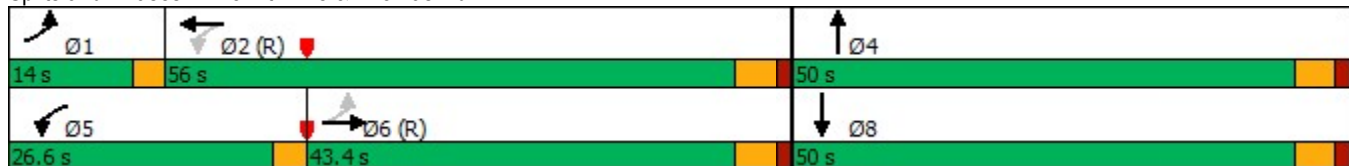


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	51.4	38.3		67.0	50.9			44.8			44.8	
Actuated g/C Ratio	0.43	0.32		0.56	0.42			0.37			0.37	
v/c Ratio	0.59	0.66		0.64	0.82			0.89			0.84	
Control Delay	32.7	38.2		22.5	34.2			14.9			41.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	32.7	38.2		22.5	34.2			14.9			41.7	
LOS	C	D		C	C			B			D	
Approach Delay		37.4			32.5			14.9			41.7	
Approach LOS		D			C			B			D	
Queue Length 50th (ft)	47	255		119	426			136			109	
Queue Length 95th (ft)	113	324		201	492			160			125	
Internal Link Dist (ft)		530			2731			2596			1067	
Turn Bay Length (ft)	200			180								
Base Capacity (vph)	227	1118		475	2127			2372			1295	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.59	0.66		0.64	0.82			0.89			0.84	

Intersection Summary











Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Pretimed
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 28.8
 Intersection LOS: C
 Intersection Capacity Utilization 82.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 18: 7th Ave & Thomas Rd



Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	254	272	2223	49	0	821
Future Volume (vph)	254	272	2223	49	0	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	220		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	0.95
Ped Bike Factor	0.99	0.98	1.00			
Frt		0.850	0.997			
Flt Protected	0.950					
Satd. Flow (prot)	1770	1583	6383	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1745	1558	6383	0	0	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		4	5			
Link Speed (mph)	30		35			35
Link Distance (ft)	631		1147			1520
Travel Time (s)	14.3		22.3			29.6
Confl. Peds. (#/hr)	8	2		7	7	
Confl. Bikes (#/hr)		1		6		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	257	275	2245	49	0	829
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	275	2294	0	0	829
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	Perm	NA			NA
Protected Phases	4		2			2
Permitted Phases		4				
Minimum Split (s)	25.8	25.8	24.9			24.9
Total Split (s)	48.0	48.0	72.0			72.0
Total Split (%)	40.0%	40.0%	60.0%			60.0%
Maximum Green (s)	43.2	43.2	67.1			67.1
Yellow Time (s)	3.0	3.0	3.6			3.6
All-Red Time (s)	1.8	1.8	1.3			1.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.8	4.8	4.9			4.9
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	8.0	8.0	8.0			8.0
Flash Dont Walk (s)	13.0	13.0	12.0			12.0
Pedestrian Calls (#/hr)	0	0	0			0

Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	26.2	26.2		26.2	26.2			79.8				74.9
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.66				0.62
v/c Ratio	0.23	0.13		0.18	0.38			0.54				0.59
Control Delay	41.9	24.8		40.3	42.3			12.1				19.2
Queue Delay	0.0	0.0		0.0	0.0			0.0				0.0
Total Delay	41.9	24.8		40.3	42.3			12.1				19.2
LOS	D	C		D	D			B				B
Approach Delay		33.5			41.8			12.1				19.2
Approach LOS		C			D			B				B
Queue Length 50th (ft)	34	17		34	99			258				433
Queue Length 95th (ft)	73	52		72	164			m291				521
Internal Link Dist (ft)		497			498			2193				2596
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	228	393		292	404			3869				2193
Starvation Cap Reductn	0	0		0	0			0				0
Spillback Cap Reductn	0	0		0	0			0				0
Storage Cap Reductn	0	0		0	0			0				0
Reduced v/c Ratio	0.23	0.13		0.18	0.38			0.54				0.59

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 16.8
 Intersection LOS: B
 Intersection Capacity Utilization 76.5%
 ICU Level of Service D
 Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 69: Encanto Blvd & 7th Ave



Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd

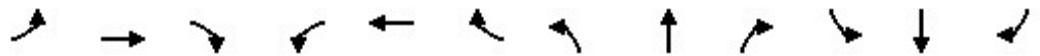
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	382	38	188	837	79	0	2215	121	0	653	134
Future Volume (vph)	175	382	38	188	837	79	0	2215	121	0	653	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00		0.99	1.00			1.00			0.99	
Frt		0.987			0.987			0.992			0.975	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3481	0	1770	3477	0	0	6339	0	0	3416	0
Flt Permitted	0.129			0.449								
Satd. Flow (perm)	240	3481	0	826	3477	0	0	6339	0	0	3416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			9			11			25	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		633			2757			1520			2638	
Travel Time (s)		12.3			53.7			29.6			51.4	
Confl. Peds. (#/hr)	23		14	14		23	26		23	23		26
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	177	386	38	190	845	80	0	2237	122	0	660	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	424	0	190	925	0	0	2359	0	0	795	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	24.9		9.5	27.9			24.9			24.9	
Total Split (s)	18.0	48.3		16.7	47.0			55.0			55.0	
Total Split (%)	15.0%	40.3%		13.9%	39.2%			45.8%			45.8%	
Maximum Green (s)	14.0	43.4		12.7	42.1			50.1			50.1	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3			1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd

09/16/2020

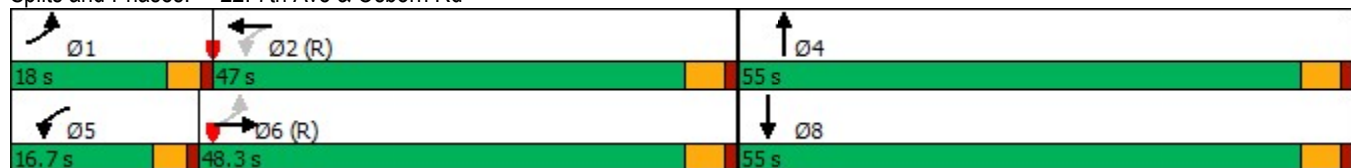


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	58.3	43.4		55.7	42.1			50.1			50.1	
Actuated g/C Ratio	0.49	0.36		0.46	0.35			0.42			0.42	
v/c Ratio	0.60	0.34		0.39	0.76			0.89			0.55	
Control Delay	27.1	28.0		19.1	38.8			27.4			39.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	27.1	28.0		19.1	38.8			27.4			39.5	
LOS	C	C		B	D			C			D	
Approach Delay		27.8			35.4			27.4			39.5	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	72	121		78	327			549			236	
Queue Length 95th (ft)	132	164		124	407			591			307	
Internal Link Dist (ft)		553			2677			1440			2558	
Turn Bay Length (ft)	150			150								
Base Capacity (vph)	295	1265		483	1225			2652			1440	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.60	0.34		0.39	0.76			0.89			0.55	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Pretimed
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 31.3
 Intersection Capacity Utilization 81.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 22: 7th Ave & Osborn Rd



Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	954	66	103	1592	139	0	2186	209	0	638	145
Future Volume (vph)	180	954	66	103	1592	139	0	2186	209	0	638	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.99	1.00			0.99			0.99	
Frt		0.990			0.988			0.987			0.972	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4995	0	1770	5003	0	0	6287	0	0	3410	0
Flt Permitted	0.123			0.108								
Satd. Flow (perm)	229	4995	0	199	5003	0	0	6287	0	0	3410	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			21			27	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			2954			2638			959	
Travel Time (s)		10.1			57.5			51.4			18.7	
Confl. Peds. (#/hr)	25		67	67		25	31		49	49		31
Confl. Bikes (#/hr)			1			3			3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	184	973	67	105	1624	142	0	2231	213	0	651	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1040	0	105	1766	0	0	2444	0	0	799	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	12.5	30.5		29.0	29.9			37.5			37.5	
Total Split (s)	15.0	38.0		29.0	52.0			53.0			53.0	
Total Split (%)	12.5%	31.7%		24.2%	43.3%			44.2%			44.2%	
Maximum Green (s)	11.0	32.5		25.0	47.1			47.5			47.5	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.9		1.0	1.3			1.9			1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.5		4.0	4.9			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			11.0			11.0	
Flash Dont Walk (s)		14.0			14.0			21.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	45.0	32.5		63.0	47.1			47.5			47.5	
Actuated g/C Ratio	0.38	0.27		0.52	0.39			0.40			0.40	
v/c Ratio	0.81	0.77		0.24	0.90			0.98			0.58	
Control Delay	54.4	44.3		15.9	41.0			62.9			16.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	54.4	44.3		15.9	41.0			62.9			16.9	
LOS	D	D		B	D			E			B	
Approach Delay		45.8			39.6			62.9			16.9	
Approach LOS		D			D			E			B	
Queue Length 50th (ft)	85	269		40	460			574			104	
Queue Length 95th (ft)	#207	323		70	530			#641			126	
Internal Link Dist (ft)		436			2874			2558			879	
Turn Bay Length (ft)	260			200								
Base Capacity (vph)	227	1359		431	1972			2501			1366	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.81	0.77		0.24	0.90			0.98			0.58	

Intersection Summary

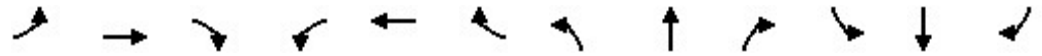
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 100
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 46.9
 Intersection LOS: D
 Intersection Capacity Utilization 91.5%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: 7th Ave & Indian School



Lanes, Volumes, Timings
74: Campbell Ave & 7th Ave

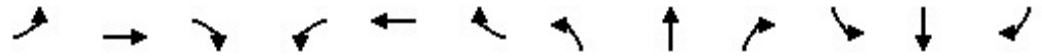
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	5	13	43	9	123	10	2516	56	0	779	18
Future Volume (vph)	11	5	13	43	9	123	10	2516	56	0	779	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		120	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		0.98		0.98	0.98			1.00			1.00	
Frt		0.939			0.861			0.997			0.997	
Flt Protected		0.981		0.950								
Satd. Flow (prot)	0	1693	0	1770	1570	0	0	6385	0	0	3524	0
Flt Permitted		0.891		0.737				0.928				
Satd. Flow (perm)	0	1533	0	1352	1570	0	0	5925	0	0	3524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			6			9				5
Link Speed (mph)		25			25			35				35
Link Distance (ft)		205			643			670				2612
Travel Time (s)		5.6			17.5			13.1				50.9
Confl. Peds. (#/hr)	5		9	9		5	9		2	2		9
Confl. Bikes (#/hr)			2			2			1			3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	5	14	46	10	132	11	2705	60	0	838	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	46	142	0	0	2776	0	0	857	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2					
Minimum Split (s)	24.8	24.8		24.8	24.8		23.6	23.6				23.6
Total Split (s)	29.0	29.0		29.0	29.0		91.0	91.0				91.0
Total Split (%)	24.2%	24.2%		24.2%	24.2%		75.8%	75.8%				75.8%
Maximum Green (s)	24.2	24.2		24.2	24.2		86.4	86.4				86.4
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6				3.6
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0				1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)		4.8		4.8	4.8			4.6				4.6
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0				8.0
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		7.0	7.0				7.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0				0

Lanes, Volumes, Timings
74: Campbell Ave & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)		24.2		24.2	24.2			86.4			86.4	
Actuated g/C Ratio		0.20		0.20	0.20			0.72			0.72	
v/c Ratio		0.10		0.17	0.44			0.65			0.34	
Control Delay		26.4		41.6	45.2			27.4			4.0	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		26.4		41.6	45.2			27.4			4.0	
LOS		C		D	D			C			A	
Approach Delay		26.4			44.3			27.4			4.0	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)		11		30	93			607			1	
Queue Length 95th (ft)		38		65	158			m630			m1	
Internal Link Dist (ft)		125			563			590			2532	
Turn Bay Length (ft)												
Base Capacity (vph)		320		272	321			4268			2538	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.10		0.17	0.44			0.65			0.34	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 23.0 Intersection LOS: C
 Intersection Capacity Utilization 68.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 74: Campbell Ave & 7th Ave



Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑		↔	↑↑↑			↔↑↑			↑↑	↔
Traffic Volume (vph)	76	879	81	143	1339	83	233	1924	227	0	604	71
Future Volume (vph)	76	879	81	143	1339	83	233	1924	227	0	604	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	360		0	0		0	0		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.86	0.86	0.86	1.00	0.95	1.00
Ped Bike Factor	0.99	1.00		0.99	1.00			1.00				0.94
Frt		0.987			0.991			0.986				0.850
Flt Protected	0.950			0.950				0.995				
Satd. Flow (prot)	1770	4999	0	1770	5016	0	0	6271	0	0	3539	1583
Flt Permitted	0.950			0.950				0.739				
Satd. Flow (perm)	1754	4999	0	1755	5016	0	0	4651	0	0	3539	1494
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			8			30				118
Link Speed (mph)		35			35			35				35
Link Distance (ft)		728			2634			2612				2697
Travel Time (s)		14.2			51.3			50.9				52.5
Confl. Peds. (#/hr)	45		22	22		45	47		12	12		47
Confl. Bikes (#/hr)			5			4			6			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	78	897	83	146	1366	85	238	1963	232	0	616	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	980	0	146	1451	0	0	2433	0	0	616	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		pm+pt	NA			NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases							4					8
Minimum Split (s)	10.9	30.1		10.9	30.1		24.0	44.0			44.0	44.0
Total Split (s)	12.1	34.8		17.2	39.9		24.0	68.0			44.0	44.0
Total Split (%)	10.1%	29.0%		14.3%	33.3%		20.0%	56.7%			36.7%	36.7%
Maximum Green (s)	6.2	29.7		11.3	34.8		19.0	62.0			38.0	38.0
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	3.6			3.6	3.6
All-Red Time (s)	2.9	1.5		2.9	1.5		2.0	2.4			2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.9	5.1		5.9	5.1			6.0			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead				Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Walk Time (s)		8.0			8.0			8.0			8.0	8.0
Flash Dont Walk (s)		17.0			17.0			30.0			30.0	30.0
Pedestrian Calls (#/hr)		0			0			0			0	0

Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Act Effect Green (s)	43.2	43.2	67.1			67.1
Actuated g/C Ratio	0.36	0.36	0.56			0.56
v/c Ratio	0.40	0.49	0.64			0.42
Control Delay	31.1	33.0	45.4			28.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	31.1	33.0	45.4			28.1
LOS	C	C	D			C
Approach Delay	32.1		45.4			28.1
Approach LOS	C		D			C
Queue Length 50th (ft)	148	162	508			310
Queue Length 95th (ft)	223	246	549			375
Internal Link Dist (ft)	551		1067			1440
Turn Bay Length (ft)		220				
Base Capacity (vph)	637	563	3571			1978
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.40	0.49	0.64			0.42

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 55
 Control Type: Pretimed
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 39.5
 Intersection Capacity Utilization 58.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service B

Splits and Phases: 72: 7th Ave & Earll Dr



Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	378	42	139	1006	123	0	1920	159	0	458	51
Future Volume (vph)	54	378	42	139	1006	123	0	1920	159	0	458	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			1.00	
Frt		0.985			0.984			0.989			0.985	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3479	0	1770	3473	0	0	6329	0	0	3479	0
Flt Permitted	0.083			0.429								
Satd. Flow (perm)	155	3479	0	797	3473	0	0	6329	0	0	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			14			18			12	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		790			2647			2697			2633	
Travel Time (s)		15.4			51.6			52.5			44.9	
Confl. Peds. (#/hr)	9		4	4		9	4		3	3		4
Confl. Bikes (#/hr)			2			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	402	45	148	1070	131	0	2043	169	0	487	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	447	0	148	1201	0	0	2212	0	0	541	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	12.5	28.8		12.5	28.8			28.1			24.1	
Total Split (s)	12.8	54.4		13.6	55.2			52.0			52.0	
Total Split (%)	10.7%	45.3%		11.3%	46.0%			43.3%			43.3%	
Maximum Green (s)	8.8	49.6		9.6	50.4			46.9			46.9	
Yellow Time (s)	3.0	3.6		3.0	3.6			4.0			4.0	
All-Red Time (s)	1.0	1.2		1.0	1.2			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.8		4.0	4.8			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		16.0			16.0			15.0			10.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

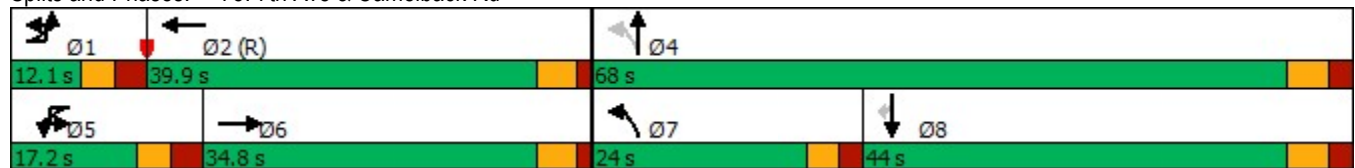
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	6.2	29.7		11.3	34.8			62.0			38.0	38.0
Actuated g/C Ratio	0.05	0.25		0.09	0.29			0.52			0.32	0.32
v/c Ratio	0.86	0.79		0.88	0.99			0.91			0.55	0.13
Control Delay	117.9	47.0		98.0	64.6			14.2			57.1	15.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	117.9	47.0		98.0	64.6			14.2			57.1	15.6
LOS	F	D		F	E			B			E	B
Approach Delay		52.2			67.6			14.2			52.7	
Approach LOS		D			E			B			D	
Queue Length 50th (ft)	61	258		114	408			101			253	12
Queue Length 95th (ft)	#155	311		#236	#522			144			315	40
Internal Link Dist (ft)		648			2554			2532			2617	
Turn Bay Length (ft)	360			360								150
Base Capacity (vph)	91	1246		166	1460			2660			1120	553
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.86	0.79		0.88	0.99			0.91			0.55	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Pretimed
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 40.5 Intersection LOS: D
 Intersection Capacity Utilization 118.3% ICU Level of Service H
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 78: 7th Ave & Camelback Rd



Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Volume (vph)	99	855	66	95	1294	154	0	1763	240	0	359	82
Future Volume (vph)	99	855	66	95	1294	154	0	1763	240	0	359	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			1.00	
Frt		0.989			0.984			0.982				0.972
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3495	0	1770	4995	0	0	6278	0	0	3431	0
Flt Permitted	0.083			0.171								
Satd. Flow (perm)	155	3495	0	318	4995	0	0	6278	0	0	3431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			20			34			27	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		633			1494			2633			2655	
Travel Time (s)		10.8			25.5			44.9			45.3	
Confl. Peds. (#/hr)	3		6	6		3	1		4	4		1
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	101	872	67	97	1320	157	0	1799	245	0	366	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	939	0	97	1477	0	0	2044	0	0	450	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	12.5	26.1		12.5	26.1			25.1			25.1	
Total Split (s)	15.5	53.3		13.7	51.5			53.0			53.0	
Total Split (%)	12.9%	44.4%		11.4%	42.9%			44.2%			44.2%	
Maximum Green (s)	11.5	48.2		9.7	46.4			47.9			47.9	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		13.0			13.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020

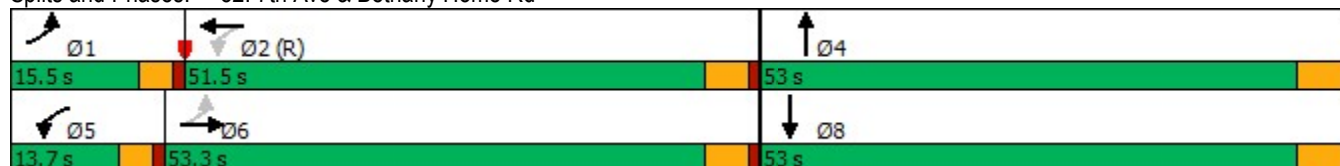


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	60.8	48.2		57.2	46.4			47.9			47.9	
Actuated g/C Ratio	0.51	0.40		0.48	0.39			0.40			0.40	
v/c Ratio	0.43	0.67		0.36	0.76			0.81			0.32	
Control Delay	22.3	31.9		18.5	34.6			65.6			40.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	22.3	31.9		18.5	34.6			65.6			40.8	
LOS	C	C		B	C			E			D	
Approach Delay		31.0			33.6			65.6			40.8	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	38	305		36	355			465			174	
Queue Length 95th (ft)	78	380		65	414			503			228	
Internal Link Dist (ft)		553			1414			2553			2575	
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	233	1408		268	1943			2526			1385	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.43	0.67		0.36	0.76			0.81			0.32	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	46.5
Intersection LOS:	D
Intersection Capacity Utilization	76.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 82: 7th Ave & Bethany Home Rd



Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	127	24	47	302	85	0	1902	72	0	386	35
Future Volume (vph)	15	127	24	47	302	85	0	1902	72	0	386	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt		0.976			0.967			0.995			0.987	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1814	0	1770	1795	0	0	6371	0	0	3483	0
Flt Permitted	0.373			0.635								
Satd. Flow (perm)	694	1814	0	1181	1795	0	0	6371	0	0	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			3			8			11	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		693			2670			2655			2650	
Travel Time (s)		13.5			52.0			45.3			45.2	
Confl. Peds. (#/hr)	2		1	1		2	3					3
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	134	25	49	318	89	0	2002	76	0	406	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	159	0	49	407	0	0	2078	0	0	443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	24.9	24.9		24.9	24.9			24.0			24.0	
Total Split (s)	57.0	57.0		57.0	57.0			63.0			63.0	
Total Split (%)	47.5%	47.5%		47.5%	47.5%			52.5%			52.5%	
Maximum Green (s)	52.1	52.1		52.1	52.1			58.0			58.0	
Yellow Time (s)	3.6	3.6		3.6	3.6			4.0			4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0			5.0			5.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020

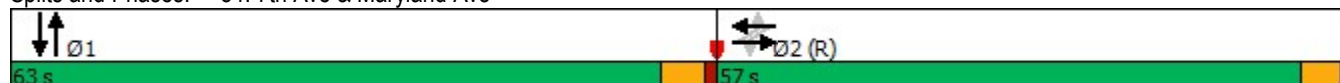


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	52.1	52.1		52.1	52.1			58.0			58.0	
Actuated g/C Ratio	0.43	0.43		0.43	0.43			0.48			0.48	
v/c Ratio	0.05	0.20		0.10	0.52			0.67			0.26	
Control Delay	20.5	20.5		20.8	27.6			31.2			12.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	20.5	20.5		20.8	27.6			31.2			12.5	
LOS	C	C		C	C			C			B	
Approach Delay		20.5			26.9			31.2			12.5	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	7	70		22	224			284			63	
Queue Length 95th (ft)	22	117		47	321			336			92	
Internal Link Dist (ft)		613			2590			2575			2570	
Turn Bay Length (ft)	130			150								
Base Capacity (vph)	301	793		512	781			3083			1689	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.05	0.20		0.10	0.52			0.67			0.26	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	27.3
Intersection LOS:	C
Intersection Capacity Utilization:	66.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 84: 7th Ave & Maryland Ave



Lanes, Volumes, Timings
 86: 7th Ave & Glendale Ave

09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	839	48	90	1499	134	0	1589	254	0	315	90
Future Volume (vph)	47	839	48	90	1499	134	0	1589	254	0	315	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00				
Frt		0.992			0.988			0.979			0.967	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3508	0	1770	5017	0	0	6262	0	0	3422	0
Flt Permitted	0.078			0.173								
Satd. Flow (perm)	145	3508	0	322	5017	0	0	6262	0	0	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			16			38			35	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		524			2657			2650			5297	
Travel Time (s)		8.9			45.3			45.2			90.3	
Confl. Peds. (#/hr)	3		2	2		3						
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	883	51	95	1578	141	0	1673	267	0	332	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	934	0	95	1719	0	0	1940	0	0	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	25.1		9.5	25.1			25.1			31.0	
Total Split (s)	10.8	56.3		13.5	59.0			50.2			50.2	
Total Split (%)	9.0%	46.9%		11.3%	49.2%			41.8%			41.8%	
Maximum Green (s)	6.8	51.2		9.5	53.9			45.1			45.1	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

09/16/2020

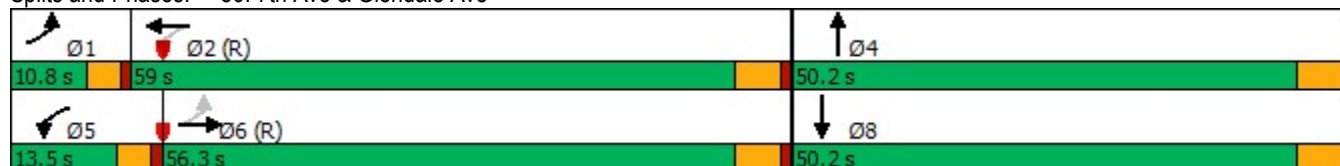


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	59.1	51.2		64.5	53.9			45.1			45.1	
Actuated g/C Ratio	0.49	0.43		0.54	0.45			0.38			0.38	
v/c Ratio	0.30	0.62		0.33	0.76			0.82			0.33	
Control Delay	17.8	28.9		16.2	30.1			64.8			16.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	17.8	28.9		16.2	30.1			64.8			16.2	
LOS	B	C		B	C			E			B	
Approach Delay		28.4			29.4			64.8			16.2	
Approach LOS		C			C			E			B	
Queue Length 50th (ft)	17	290		34	395			459			125	
Queue Length 95th (ft)	36	360		61	457			499			171	
Internal Link Dist (ft)		444			2577			2570			5217	
Turn Bay Length (ft)	260			140								
Base Capacity (vph)	163	1500		287	2262			2377			1307	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.30	0.62		0.33	0.76			0.82			0.33	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	41.4
Intersection LOS:	D
Intersection Capacity Utilization:	75.2%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 86: 7th Ave & Glendale Ave



Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	875	37	99	1595	159	258	1064	229	152	263	59
Future Volume (vph)	39	875	37	99	1595	159	258	1064	229	152	263	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	220		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor					1.00		1.00	1.00		1.00	1.00	
Frt		0.994			0.986			0.973				0.972
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3518	0	1770	5007	0	1770	4936	0	1770	3431	0
Flt Permitted	0.089			0.143			0.411			0.144		
Satd. Flow (perm)	166	3518	0	266	5007	0	764	4936	0	268	3431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			17			40			21	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		683			2659			5297			251	
Travel Time (s)		11.6			45.3			90.3			4.3	
Confl. Peds. (#/hr)	2					2	2		1	1		2
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	39	884	37	100	1611	161	261	1075	231	154	266	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	921	0	100	1772	0	261	1306	0	154	326	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	25.1		9.5	25.1		9.5	29.5		9.5	29.5	
Total Split (s)	9.8	50.2		13.8	54.2		22.7	41.0		15.0	33.3	
Total Split (%)	8.2%	41.8%		11.5%	45.2%		18.9%	34.2%		12.5%	27.8%	
Maximum Green (s)	5.8	45.1		9.8	49.1		18.7	35.5		12.0	27.8	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.0	5.5		3.0	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

09/16/2020

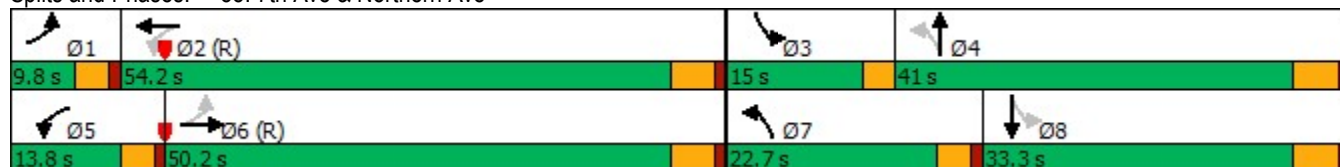


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	52.0	45.1		60.0	49.1		52.0	35.5		42.3	27.8	
Actuated g/C Ratio	0.43	0.38		0.50	0.41		0.43	0.30		0.35	0.23	
v/c Ratio	0.26	0.70		0.39	0.86		0.54	0.88		0.63	0.40	
Control Delay	20.2	34.9		20.6	37.4		18.9	40.5		35.7	38.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.2	34.9		20.6	37.4		18.9	40.5		35.7	38.2	
LOS	C	C		C	D		B	D		D	D	
Approach Delay		34.3			36.5			36.9			37.4	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	15	312		40	448		187	379		71	105	
Queue Length 95th (ft)	34	388		71	516		m215	433		129	151	
Internal Link Dist (ft)		603			2579			5217			171	
Turn Bay Length (ft)	220			220								
Base Capacity (vph)	149	1324		255	2058		487	1488		244	810	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.70		0.39	0.86		0.54	0.88		0.63	0.40	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 36.3
 Intersection LOS: D
 Intersection Capacity Utilization 87.5%
 ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 88: 7th Ave & Northern Ave



Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

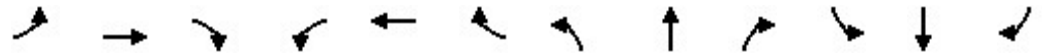
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	785	144	235	411	63	145	1084	230	220	1519	36
Future Volume (vph)	81	785	144	235	411	63	145	1084	230	220	1519	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	235		0	150		0	260		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.98	1.00			0.99			0.99			1.00	
Frt		0.977			0.980			0.974			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3445	0	1770	4955	0	1770	4919	0	1770	5062	0
Flt Permitted	0.457			0.096			0.114			0.102		
Satd. Flow (perm)	838	3445	0	179	4955	0	212	4919	0	190	5062	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			28			39			3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1311			2676			560			354	
Travel Time (s)		25.5			52.1			10.9			6.9	
Confl. Peds. (#/hr)	23		7	7		23	33		17	17		33
Confl. Bikes (#/hr)			3									3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	86	835	153	250	437	67	154	1153	245	234	1616	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	988	0	250	504	0	154	1398	0	234	1654	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	31.2		12.5	31.2		9.5	26.9		9.5	26.9	
Total Split (s)	10.0	44.0		18.0	52.0		13.0	40.0		18.0	45.0	
Total Split (%)	8.3%	36.7%		15.0%	43.3%		10.8%	33.3%		15.0%	37.5%	
Maximum Green (s)	6.0	38.8		15.0	46.8		9.0	35.1		14.0	40.1	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	1.6		0.0	1.6		1.0	1.3		1.0	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.2		3.0	5.2		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		18.0			18.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020

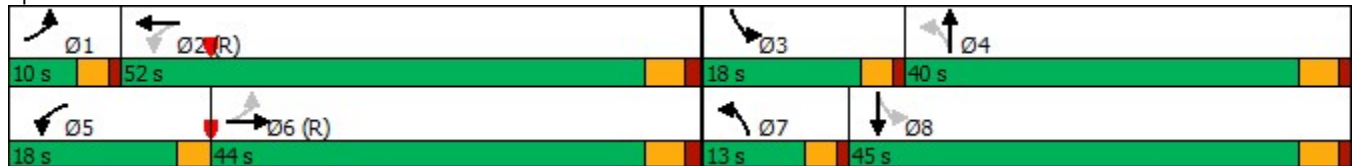


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	46.0	38.8		59.0	46.8		45.0	35.1		54.0	40.1	
Actuated g/C Ratio	0.38	0.32		0.49	0.39		0.38	0.29		0.45	0.33	
v/c Ratio	0.23	0.88		0.87	0.26		0.79	0.95		0.87	0.98	
Control Delay	19.2	47.8		58.5	23.8		52.1	55.5		71.5	30.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.2	47.8		58.5	23.8		52.1	55.5		71.5	30.4	
LOS	B	D		E	C		D	E		E	C	
Approach Delay		45.5			35.3			55.2			35.5	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	35	373		136	90		70	380		117	267	
Queue Length 95th (ft)	65	#474		#285	118		#175	#482		m#250	#557	
Internal Link Dist (ft)		1231			2596			480			274	
Turn Bay Length (ft)	250			235			150			260		
Base Capacity (vph)	367	1126		286	1949		196	1466		269	1693	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.88		0.87	0.26		0.79	0.95		0.87	0.98	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 85
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 43.3 Intersection LOS: D
 Intersection Capacity Utilization 93.1% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: 7th Ave & McDowell Rd



Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	210	67	12	17	3	0	1254	8	2	1890	41
Future Volume (vph)	247	210	67	12	17	3	0	1254	8	2	1890	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	1.00		1.00	1.00			1.00			1.00	
Frt		0.964			0.979			0.999			0.997	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1787	0	1770	1818	0	0	5079	0	0	5067	0
Flt Permitted	0.744			0.411							0.939	
Satd. Flow (perm)	1374	1787	0	762	1818	0	0	5079	0	0	4758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			3			1				5
Link Speed (mph)		25			25			35				35
Link Distance (ft)		577			578			2273				2676
Travel Time (s)		15.7			15.8			44.3				52.1
Confl. Peds. (#/hr)	5		5	5		5	2		1	1		2
Confl. Bikes (#/hr)						1			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	263	223	71	13	18	3	0	1334	9	2	2011	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	294	0	13	21	0	0	1343	0	0	2057	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA		Perm		NA
Protected Phases		4			4			2				2
Permitted Phases	4			4						2		
Minimum Split (s)	25.8	25.8		25.8	25.8			23.6		23.6		23.6
Total Split (s)	43.0	43.0		43.0	43.0			77.0		77.0		77.0
Total Split (%)	35.8%	35.8%		35.8%	35.8%			64.2%		64.2%		64.2%
Maximum Green (s)	38.2	38.2		38.2	38.2			72.4		72.4		72.4
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6		3.6		3.6
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6		4.6		4.6
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0		8.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			8.0		8.0		8.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0		0

Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	38.2	38.2		38.2	38.2			72.4			72.4	
Actuated g/C Ratio	0.32	0.32		0.32	0.32			0.60			0.60	
v/c Ratio	0.60	0.51		0.05	0.04			0.44			0.72	
Control Delay	41.4	35.7		29.3	25.6			5.9			18.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	41.4	35.7		29.3	25.6			5.9			18.2	
LOS	D	D		C	C			A			B	
Approach Delay		38.4			27.1			5.9			18.2	
Approach LOS		D			C			A			B	
Queue Length 50th (ft)	171	178		7	10			122			594	
Queue Length 95th (ft)	265	266		23	29			m131			m658	
Internal Link Dist (ft)		497			498			2193			2596	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	437	576		242	580			3064			2872	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.60	0.51		0.05	0.04			0.44			0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 17.0 Intersection LOS: B
 Intersection Capacity Utilization 67.0% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 69: Encanto Blvd & 7th Ave



Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	
Traffic Volume (vph)	114	1141	43	109	493	53	0	988	450	6	1795	132
Future Volume (vph)	114	1141	43	109	493	53	0	988	450	6	1795	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	180		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	1.00			1.00			0.99			1.00	
Frt		0.995			0.985			0.953			0.990	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3518	0	1770	4991	0	0	4791	0	0	5024	0
Flt Permitted	0.381			0.089							0.933	
Satd. Flow (perm)	703	3518	0	166	4991	0	0	4791	0	0	4688	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			17			126			13	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		610			2811			2676			1147	
Travel Time (s)		11.9			54.8			52.1			22.3	
Confl. Peds. (#/hr)	15		8	8		15	11		15	15		11
Confl. Bikes (#/hr)			2			3			3			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	118	1176	44	112	508	55	0	1019	464	6	1851	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	1220	0	112	563	0	0	1483	0	0	1993	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	27.1		9.5	27.1			28.2		28.2	28.2	
Total Split (s)	10.1	50.5		9.5	49.9			60.0		60.0	60.0	
Total Split (%)	8.4%	42.1%		7.9%	41.6%			50.0%		50.0%	50.0%	
Maximum Green (s)	7.1	45.4		6.5	44.8			54.8		54.8	54.8	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	0.0	1.5		0.0	1.5			1.6		1.6	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.1		3.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	54.6	45.4		53.4	44.8			54.8			54.8	
Actuated g/C Ratio	0.46	0.38		0.44	0.37			0.46			0.46	
v/c Ratio	0.31	0.92		0.70	0.30			0.66			0.93	
Control Delay	20.1	47.0		43.0	26.2			8.4			24.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	20.1	47.0		43.0	26.2			8.4			24.7	
LOS	C	D		D	C			A			C	
Approach Delay		44.7			29.0			8.4			24.7	
Approach LOS		D			C			A			C	
Queue Length 50th (ft)	50	466		47	108			65			508	
Queue Length 95th (ft)	86	#606		#117	139			77			m515	
Internal Link Dist (ft)		530			2731			2596			1067	
Turn Bay Length (ft)	200			180								
Base Capacity (vph)	382	1333		160	1873			2256			2147	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.31	0.92		0.70	0.30			0.66			0.93	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 25.7

Intersection LOS: C

Intersection Capacity Utilization 92.7%

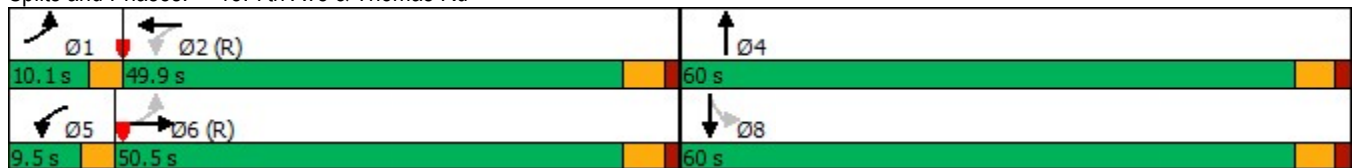
ICU Level of Service F

Analysis Period (min) 15

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















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: 7th Ave & Thomas Rd



Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	85	25	864	164	372	1894
Future Volume (vph)	85	25	864	164	372	1894
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	220		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	0.91
Ped Bike Factor	0.97	0.98	0.99			1.00
Frt		0.850	0.976			
Flt Protected	0.950					0.992
Satd. Flow (prot)	1770	1583	4937	0	0	5045
Flt Permitted	0.950					0.658
Satd. Flow (perm)	1715	1552	4937	0	0	3345
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		26	69			
Link Speed (mph)	30		35			35
Link Distance (ft)	631		1147			1520
Travel Time (s)	14.3		22.3			29.6
Confl. Peds. (#/hr)	18	4		4	4	
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	26	909	173	392	1994
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	26	1082	0	0	2386
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		2		1	2
Permitted Phases		4			2	
Minimum Split (s)	25.8	25.8	24.9		9.5	24.9
Total Split (s)	25.8	25.8	84.7		9.5	84.7
Total Split (%)	21.5%	21.5%	70.6%		7.9%	70.6%
Maximum Green (s)	21.0	21.0	79.8		5.5	79.8
Yellow Time (s)	3.0	3.0	3.6		3.0	3.6
All-Red Time (s)	1.8	1.8	1.3		1.0	1.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.8	4.8	4.9			4.9
Lead/Lag			Lag		Lead	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Walk Time (s)	8.0	8.0	8.0			8.0
Flash Dont Walk (s)	13.0	13.0	12.0			12.0
Pedestrian Calls (#/hr)	0	0	0			0

Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Act Effct Green (s)	21.0	21.0	79.8			84.4
Actuated g/C Ratio	0.18	0.18	0.66			0.70
v/c Ratio	0.29	0.09	0.33			1.10dl
Control Delay	45.9	15.8	21.2			46.7
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	45.9	15.8	21.2			46.7
LOS	D	B	C			D
Approach Delay	39.1		21.2			46.7
Approach LOS	D		C			D
Queue Length 50th (ft)	61	0	196			621
Queue Length 95th (ft)	111	26	249			#686
Internal Link Dist (ft)	551		1067			1440
Turn Bay Length (ft)		220				
Base Capacity (vph)	309	293	3306			2417
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.29	0.09	0.33			0.99

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 38.8
 Intersection LOS: D
 Intersection Capacity Utilization 94.2%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 72: 7th Ave & Earll Dr



Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	851	73	137	348	47	0	584	272	6	2055	72
Future Volume (vph)	121	851	73	137	348	47	0	584	272	6	2055	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	1.00			1.00			0.99			1.00	
Frt		0.988			0.982			0.952			0.995	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3489	0	1770	3458	0	0	4776	0	0	5054	0
Flt Permitted	0.433			0.106							0.937	
Satd. Flow (perm)	795	3489	0	197	3458	0	0	4776	0	0	4736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			13			143			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		633			2757			1520			2638	
Travel Time (s)		12.3			53.7			29.6			51.4	
Confl. Peds. (#/hr)	17		7	7		17	11		17	17		11
Confl. Bikes (#/hr)			4						1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	126	886	76	143	363	49	0	608	283	6	2141	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	962	0	143	412	0	0	891	0	0	2222	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	24.9		9.5	27.9			24.9		24.9	24.9	
Total Split (s)	11.3	42.0		12.0	42.7			66.0		66.0	66.0	
Total Split (%)	9.4%	35.0%		10.0%	35.6%			55.0%		55.0%	55.0%	
Maximum Green (s)	7.3	37.1		8.0	37.8			61.1		61.1	61.1	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3		1.3	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		12.0			12.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd

09/16/2020

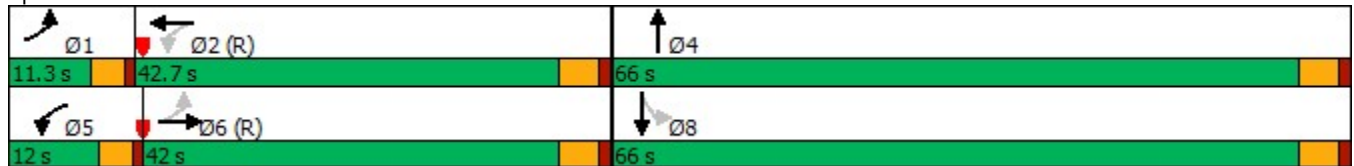


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	45.3	37.1		46.7	37.8			61.1			61.1	
Actuated g/C Ratio	0.38	0.31		0.39	0.32			0.51			0.51	
v/c Ratio	0.35	0.89		0.79	0.38			0.36			0.92	
Control Delay	25.4	50.3		53.7	32.1			16.2			49.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	25.4	50.3		53.7	32.1			16.2			49.0	
LOS	C	D		D	C			B			D	
Approach Delay		47.5			37.6			16.2			49.0	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)	60	370		69	125			211			552	
Queue Length 95th (ft)	103	#485		#166	172			260			m427	
Internal Link Dist (ft)		553			2677			1440			2558	
Turn Bay Length (ft)	150			150								
Base Capacity (vph)	359	1084		181	1098			2501			2414	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.35	0.89		0.79	0.38			0.36			0.92	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 41.2 Intersection LOS: D
 Intersection Capacity Utilization 90.5% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: 7th Ave & Osborn Rd



Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖			↖↖↖			↖↖↖	
Traffic Volume (vph)	242	1768	104	155	807	45	3	546	146	5	1995	128
Future Volume (vph)	242	1768	104	155	807	45	3	546	146	5	1995	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	0.99			1.00			0.99			1.00	
Frt		0.992			0.992			0.969			0.991	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5011	0	1770	5030	0	0	4858	0	0	5025	0
Flt Permitted	0.274			0.097				0.846			0.938	
Satd. Flow (perm)	505	5011	0	181	5030	0	0	4110	0	0	4713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			8			62			9	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			2954			2638			959	
Travel Time (s)		10.1			57.5			51.4			18.7	
Confl. Peds. (#/hr)	25		67	67		25	31		49	49		31
Confl. Bikes (#/hr)			1			3			3			3
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	244	1786	105	157	815	45	3	552	147	5	2015	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	1891	0	157	860	0	0	702	0	0	2149	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	12.5	30.5		29.0	29.9		37.5	37.5		37.5	37.5	
Total Split (s)	22.6	42.0		29.0	48.4		49.0	49.0		49.0	49.0	
Total Split (%)	18.8%	35.0%		24.2%	40.3%		40.8%	40.8%		40.8%	40.8%	
Maximum Green (s)	18.6	36.5		25.0	43.5		43.5	43.5		43.5	43.5	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	1.9		1.0	1.3		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.5		4.0	4.9			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)		14.0			14.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020

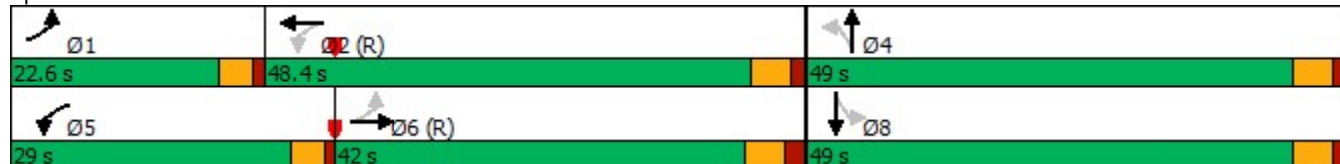


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	56.6	36.5		67.0	43.5			43.5			43.5	
Actuated g/C Ratio	0.47	0.30		0.56	0.36			0.36			0.36	
v/c Ratio	0.56	1.24		0.36	0.47			0.46			1.25	
Control Delay	20.0	148.8		18.2	30.2			46.4			151.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	20.0	148.8		18.2	30.2			46.4			151.2	
LOS	C	F		B	C			D			F	
Approach Delay		134.1			28.3			46.4			151.2	
Approach LOS		F			C			D			F	
Queue Length 50th (ft)	92	~666		56	184			147			~753	
Queue Length 95th (ft)	141	#765		113	225			193			#854	
Internal Link Dist (ft)		436			2874			2558			879	
Turn Bay Length (ft)	260			200								
Base Capacity (vph)	434	1529		432	1828			1529			1714	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.56	1.24		0.36	0.47			0.46			1.25	

Intersection Summary

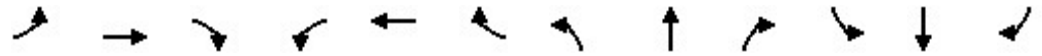
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 112.0 Intersection LOS: F
 Intersection Capacity Utilization 102.8% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: 7th Ave & Indian School



Lanes, Volumes, Timings
74: Campbell Ave & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘			↑↑↑			↕	
Traffic Volume (vph)	5	4	11	91	1	30	0	671	187	114	2121	7
Future Volume (vph)	5	4	11	91	1	30	0	671	187	114	2121	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		120	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.98		0.99	0.97			0.99				1.00
Frt		0.923			0.855			0.967				
Flt Protected		0.988		0.950								0.997
Satd. Flow (prot)	0	1676	0	1770	1550	0	0	4871	0	0	5069	0
Flt Permitted		0.956		0.744								0.781
Satd. Flow (perm)	0	1617	0	1371	1550	0	0	4871	0	0	3970	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			32			170				1
Link Speed (mph)		25			25			35				35
Link Distance (ft)		205			643			670				2612
Travel Time (s)		5.6			17.5			13.1				50.9
Confl. Peds. (#/hr)	6		6	6		6	7		6	6		7
Confl. Bikes (#/hr)			1			4						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	4	12	98	1	32	0	722	201	123	2281	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	98	33	0	0	923	0	0	2412	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA		Perm		NA
Protected Phases		4			4			2				2
Permitted Phases	4			4						2		
Minimum Split (s)	24.8	24.8		24.8	24.8			23.6		23.6		23.6
Total Split (s)	25.0	25.0		25.0	25.0			95.0		95.0		95.0
Total Split (%)	20.8%	20.8%		20.8%	20.8%			79.2%		79.2%		79.2%
Maximum Green (s)	20.2	20.2		20.2	20.2			90.4		90.4		90.4
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6		3.6		3.6
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0		1.0		1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)		4.8		4.8	4.8			4.6				4.6
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0		8.0
Flash Dont Walk (s)	12.0	12.0		12.0	12.0			7.0		7.0		7.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0		0

Lanes, Volumes, Timings
74: Campbell Ave & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)		20.2		20.2	20.2			90.4			90.4	
Actuated g/C Ratio		0.17		0.17	0.17			0.75			0.75	
v/c Ratio		0.07		0.43	0.11			0.25			0.81	
Control Delay		26.8		51.2	15.6			11.8			28.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		26.8		51.2	15.6			11.8			28.1	
LOS		C		D	B			B			C	
Approach Delay		26.8			42.3			11.8			28.1	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)		6		69	1			148			661	
Queue Length 95th (ft)		29		125	30			180			m618	
Internal Link Dist (ft)		125			563			590			2532	
Turn Bay Length (ft)												
Base Capacity (vph)		282		230	287			3711			2990	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.07		0.43	0.11			0.25			0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 24.3 Intersection LOS: C
 Intersection Capacity Utilization 89.1% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 74: Campbell Ave & 7th Ave



Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑		↔	↑↑↑			↑↑↑			↑↑↑	↔
Traffic Volume (vph)	73	1241	170	127	657	21	0	451	123	137	1920	48
Future Volume (vph)	73	1241	170	127	657	21	0	451	123	137	1920	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	360		0	0		0	0		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	0.91	0.91	1.00
Ped Bike Factor	0.98	0.99		1.00	1.00			0.99			1.00	0.94
Frt		0.982			0.995			0.968				0.850
Flt Protected	0.950			0.950							0.997	
Satd. Flow (prot)	1770	4968	0	1770	5051	0	0	4896	0	0	5070	1583
Flt Permitted	0.950			0.950							0.773	
Satd. Flow (perm)	1743	4968	0	1762	5051	0	0	4896	0	0	3930	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			4			70				73
Link Speed (mph)		35			35			35				35
Link Distance (ft)		728			2634			2612				2697
Travel Time (s)		14.2			51.3			50.9				52.5
Confl. Peds. (#/hr)	28		22	22		28	51		14	14		51
Confl. Bikes (#/hr)						3			1			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	76	1293	177	132	684	22	0	470	128	143	2000	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	1470	0	132	706	0	0	598	0	0	2143	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA			NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases										8		8
Minimum Split (s)	10.9	30.1		10.9	30.1			44.0		10.0	44.0	44.0
Total Split (s)	17.6	38.8		15.2	36.4			56.0		10.0	66.0	66.0
Total Split (%)	14.7%	32.3%		12.7%	30.3%			46.7%		8.3%	55.0%	55.0%
Maximum Green (s)	11.7	33.7		9.3	31.3			50.0		5.0	60.0	60.0
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.0	3.6	3.6
All-Red Time (s)	2.9	1.5		2.9	1.5			2.4		2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.9	5.1		5.9	5.1			6.0			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag			Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes		Yes		
Walk Time (s)		8.0			8.0			8.0			8.0	8.0
Flash Dont Walk (s)		17.0			17.0			30.0			30.0	30.0
Pedestrian Calls (#/hr)		0			0			0			0	0

Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020

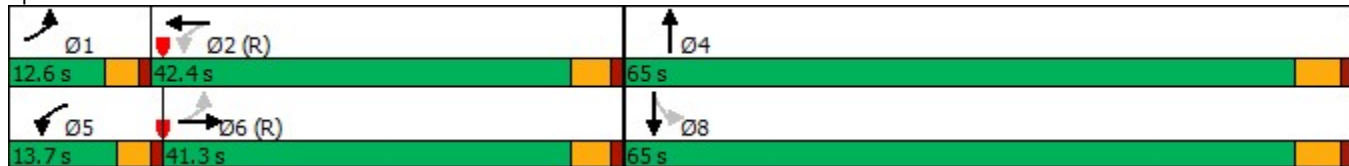


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	45.9	36.5		48.1	37.6			59.9			59.9	
Actuated g/C Ratio	0.38	0.30		0.40	0.31			0.50			0.50	
v/c Ratio	0.17	0.88		0.67	0.33			0.20			0.91	
Control Delay	21.9	49.7		40.3	31.5			31.0			55.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	21.9	49.7		40.3	31.5			31.0			55.8	
LOS	C	D		D	C			C			E	
Approach Delay		47.9			33.9			31.0			55.8	
Approach LOS		D			C			C			E	
Queue Length 50th (ft)	31	357		66	108			105			629	
Queue Length 95th (ft)	60	#467		#138	151			144			m587	
Internal Link Dist (ft)		710			2567			2617			2553	
Turn Bay Length (ft)	110			150								
Base Capacity (vph)	403	1067		206	1096			2485			2362	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.17	0.88		0.67	0.33			0.20			0.91	

Intersection Summary




















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 48.3 Intersection LOS: D
 Intersection Capacity Utilization 93.5% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: 7th Ave & Missouri Ave



Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	827	70	133	307	40	0	366	112	14	2002	50
Future Volume (vph)	64	827	70	133	307	40	0	366	112	14	2002	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00			1.00	
Frt		0.988			0.983			0.965			0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3492	0	1770	3473	0	0	4886	0	0	5063	0
Flt Permitted	0.479			0.106							0.934	
Satd. Flow (perm)	891	3492	0	197	3473	0	0	4886	0	0	4729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			12			92			4	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		790			2647			2697			2633	
Travel Time (s)		15.4			51.6			52.5			44.9	
Confl. Peds. (#/hr)	2		4	4		2	1		4	4		1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	67	861	73	139	320	42	0	381	117	15	2085	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	934	0	139	362	0	0	498	0	0	2152	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2						8		
Minimum Split (s)	12.5	28.8		12.5	28.8			28.1		24.1	24.1	
Total Split (s)	12.6	41.3		13.7	42.4			65.0		65.0	65.0	
Total Split (%)	10.5%	34.4%		11.4%	35.3%			54.2%		54.2%	54.2%	
Maximum Green (s)	8.6	36.5		9.7	37.6			59.9		59.9	59.9	
Yellow Time (s)	3.0	3.6		3.0	3.6			4.0		4.0	4.0	
All-Red Time (s)	1.0	1.2		1.0	1.2			1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.8		4.0	4.8			5.1		5.1	5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		16.0			16.0			15.0		10.0	10.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

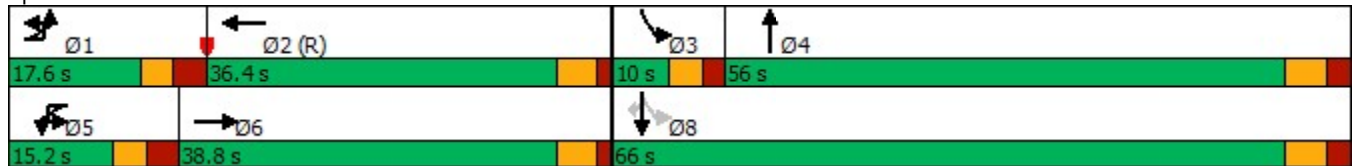
09/16/2020

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	11.7	33.7		9.3	31.3			50.0			60.0	60.0
Actuated g/C Ratio	0.10	0.28		0.08	0.26			0.42			0.50	0.50
v/c Ratio	0.44	1.04		0.96	0.53			0.29			1.07	0.06
Control Delay	59.8	77.9		123.3	39.6			9.5			87.5	12.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	59.8	77.9		123.3	39.6			9.5			87.5	12.1
LOS	E	E		F	D			A			F	B
Approach Delay		77.0			52.8			9.5			85.7	
Approach LOS		E			D			A			F	
Queue Length 50th (ft)	56	~448		104	171			35			~665	8
Queue Length 95th (ft)	108	#546		#231	214			46			#767	m10
Internal Link Dist (ft)		648			2554			2532			2617	
Turn Bay Length (ft)	360			360								150
Base Capacity (vph)	172	1408		137	1320			2080			2003	780
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.44	1.04		0.96	0.53			0.29			1.07	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 145
 Control Type: Pretimed
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 69.0 Intersection LOS: E
 Intersection Capacity Utilization 125.8% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 78: 7th Ave & Camelback Rd



Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕			↕			↕	↖
Traffic Volume (vph)	76	1398	138	117	590	31	0	332	110	24	1834	78
Future Volume (vph)	76	1398	138	117	590	31	0	332	110	24	1834	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor					1.00			1.00			1.00	
Frt		0.987			0.992			0.963			0.994	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	3493	0	1770	5041	0	0	4880	0	0	5045	0
Flt Permitted	0.354			0.080							0.928	
Satd. Flow (perm)	659	3493	0	149	5041	0	0	4880	0	0	4686	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			8			83			6	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		633			1494			2633			2655	
Travel Time (s)		10.8			25.5			44.9			45.3	
Confl. Peds. (#/hr)							6		1	1		6
Confl. Bikes (#/hr)						1			1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	78	1441	142	121	608	32	0	342	113	25	1891	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	1583	0	121	640	0	0	455	0	0	1996	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm	NA	
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	12.5	26.1		12.5	26.1			25.1		25.1	25.1	
Total Split (s)	12.6	54.8		12.6	54.8			52.6		52.6	52.6	
Total Split (%)	10.5%	45.7%		10.5%	45.7%			43.8%		43.8%	43.8%	
Maximum Green (s)	8.6	49.7		8.6	49.7			47.5		47.5	47.5	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		13.0			13.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	59.4	49.7		59.4	49.7			47.5			47.5	
Actuated g/C Ratio	0.50	0.41		0.50	0.41			0.40			0.40	
v/c Ratio	0.19	1.09		0.64	0.31			0.23			1.07	
Control Delay	15.3	85.9		35.7	23.8			5.4			84.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	15.3	85.9		35.7	23.8			5.4			84.6	
LOS	B	F		D	C			A			F	
Approach Delay		82.6			25.7			5.4			84.6	
Approach LOS		F			C			A			F	
Queue Length 50th (ft)	29	~725		46	118			31			~609	
Queue Length 95th (ft)	54	#866		#114	149			36			#605	
Internal Link Dist (ft)		553			1414			2553			2575	
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	405	1453		189	2092			1981			1858	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.19	1.09		0.64	0.31			0.23			1.07	

Intersection Summary

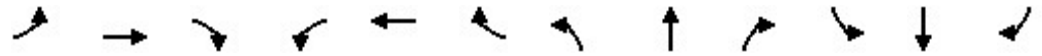
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 67.3
 Intersection LOS: E
 Intersection Capacity Utilization 115.6%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 82: 7th Ave & Bethany Home Rd



Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	260	64	88	132	58	3	372	107	26	1885	39
Future Volume (vph)	31	260	64	88	132	58	3	372	107	26	1885	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00	0.99			0.99			1.00	
Frt		0.970			0.954			0.967				0.997
Flt Protected	0.950			0.950								0.999
Satd. Flow (prot)	1770	1800	0	1770	1766	0	0	4861	0	0	5062	0
Flt Permitted	0.545			0.351				0.926			0.925	
Satd. Flow (perm)	1012	1800	0	652	1766	0	0	4501	0	0	4686	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			20			106				4
Link Speed (mph)		35			35			40				40
Link Distance (ft)		693			2670			2655				2650
Travel Time (s)		13.5			52.0			45.3				45.2
Confl. Peds. (#/hr)	3		4	4		3	2		7	7		2
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	33	277	68	94	140	62	3	396	114	28	2005	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	345	0	94	202	0	0	513	0	0	2074	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1				1
Permitted Phases	2			2			1			1		
Minimum Split (s)	24.9	24.9		24.9	24.9		24.0	24.0		24.0	24.0	
Total Split (s)	44.0	44.0		44.0	44.0		76.0	76.0		76.0	76.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	
Maximum Green (s)	39.1	39.1		39.1	39.1		71.0	71.0		71.0	71.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		5.0	5.0		5.0	5.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	39.1	39.1		39.1	39.1			71.0			71.0	
Actuated g/C Ratio	0.33	0.33		0.33	0.33			0.59			0.59	
v/c Ratio	0.10	0.58		0.44	0.34			0.19			0.75	
Control Delay	29.4	37.3		40.0	29.5			13.4			32.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	29.4	37.3		40.0	29.5			13.4			32.8	
LOS	C	D		D	C			B			C	
Approach Delay		36.6			32.8			13.4			32.8	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	18	215		57	106			72			437	
Queue Length 95th (ft)	43	315		113	172			102			m419	
Internal Link Dist (ft)		613			2590			2575			2570	
Turn Bay Length (ft)	130			150								
Base Capacity (vph)	329	593		212	588			2706			2774	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.58		0.44	0.34			0.19			0.75	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 30.2 Intersection LOS: C
 Intersection Capacity Utilization 89.4% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 84: 7th Ave & Maryland Ave



Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

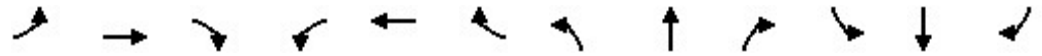
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	
Traffic Volume (vph)	39	1294	98	162	607	75	1	303	138	13	1791	49
Future Volume (vph)	39	1294	98	162	607	75	1	303	138	13	1791	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00			1.00	
Frt		0.989			0.983			0.953			0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3496	0	1770	4990	0	0	4826	0	0	5063	0
Flt Permitted	0.332			0.076				0.905			0.935	
Satd. Flow (perm)	618	3496	0	142	4990	0	0	4367	0	0	4734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			23			114			4	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		524			2657			2650			5297	
Travel Time (s)		8.9			45.3			45.2			90.3	
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	42	1391	105	174	653	81	1	326	148	14	1926	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	1496	0	174	734	0	0	475	0	0	1993	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Minimum Split (s)	9.5	25.1		9.5	25.1		25.1	25.1		25.1	25.1	
Total Split (s)	9.6	54.6		12.4	57.4		53.0	53.0		53.0	53.0	
Total Split (%)	8.0%	45.5%		10.3%	47.8%		44.2%	44.2%		44.2%	44.2%	
Maximum Green (s)	5.6	49.5		8.4	52.3		47.9	47.9		47.9	47.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		12.0			12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	56.2	49.5		61.8	52.3			47.9			47.9	

Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.47	0.41		0.52	0.44			0.40			0.40	
v/c Ratio	0.12	1.03		0.93	0.34			0.26			1.05	
Control Delay	15.0	67.9		76.5	22.1			8.2			67.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	15.0	67.9		76.5	22.1			8.2			67.1	
LOS	B	E		E	C			A			E	
Approach Delay		66.5			32.6			8.2			67.1	
Approach LOS		E			C			A			E	
Queue Length 50th (ft)	15	~654		83	130			43			~633	
Queue Length 95th (ft)	34	#795		#224	163			53			#732	
Internal Link Dist (ft)		444			2577			2570			5217	
Turn Bay Length (ft)	260			140								
Base Capacity (vph)	343	1446		187	2187			1811			1892	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.12	1.03		0.93	0.34			0.26			1.05	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 120
 Control Type: Pretimed
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 54.8
 Intersection LOS: D
 Intersection Capacity Utilization 104.4%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 86: 7th Ave & Glendale Ave



Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	54	1048	81	227	882	131	1	336	125	10	1327	26
Future Volume (vph)	54	1048	81	227	882	131	1	336	125	10	1327	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	220		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00						1.00		1.00	1.00	
Frt		0.989			0.981			0.959			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3496	0	1770	4989	0	1770	4853	0	1770	5069	0
Flt Permitted	0.244			0.077			0.102			0.412		
Satd. Flow (perm)	455	3496	0	143	4989	0	190	4853	0	765	5069	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			33			84			3	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		683			2659			5297			250	
Travel Time (s)		11.6			45.3			90.3			4.3	
Confl. Peds. (#/hr)			2	2			2		4	4		2
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	59	1152	89	249	969	144	1	369	137	11	1458	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	1241	0	249	1113	0	1	506	0	11	1487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	25.1		9.5	25.1		29.5	29.5		29.5	29.5	
Total Split (s)	9.9	53.0		22.4	65.5		44.6	44.6		44.6	44.6	
Total Split (%)	8.3%	44.2%		18.7%	54.6%		37.2%	37.2%		37.2%	37.2%	
Maximum Green (s)	5.9	47.9		18.4	60.4		39.1	39.1		39.1	39.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		12.0			12.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

09/16/2020

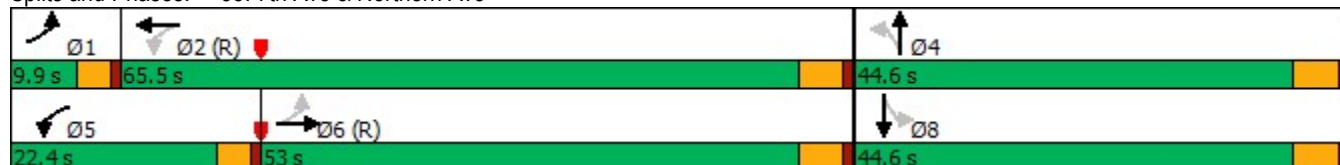


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	54.9	47.9		71.4	60.4		39.1	39.1		39.1	39.1	
Actuated g/C Ratio	0.46	0.40		0.60	0.50		0.33	0.33		0.33	0.33	
v/c Ratio	0.22	0.89		0.75	0.44		0.02	0.31		0.04	0.90	
Control Delay	13.5	42.4		42.4	19.1		28.0	21.1		28.5	47.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.5	42.4		42.4	19.1		28.0	21.1		28.5	47.0	
LOS	B	D		D	B		C	C		C	D	
Approach Delay		41.1			23.3			21.1			46.9	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	18	461		131	189		0	75		6	400	
Queue Length 95th (ft)	36	#563		#246	226		m2	101		20	465	
Internal Link Dist (ft)		603			2579			5217			170	
Turn Bay Length (ft)	220			220			150			150		
Base Capacity (vph)	272	1400		334	2527		61	1637		249	1653	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.89		0.75	0.44		0.02	0.31		0.04	0.90	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 35.6
 Intersection LOS: D
 Intersection Capacity Utilization 82.5%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 88: 7th Ave & Northern Ave



Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	450	89	334	1485	193	197	1623	168	113	965	60
Future Volume (vph)	111	450	89	334	1485	193	197	1623	168	113	965	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	235		0	150		0	260		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99		0.99	1.00			0.99			1.00	
Frt		0.975			0.983			0.986			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3426	0	1770	4975	0	1770	4988	0	1770	5030	0
Flt Permitted	0.127			0.255			0.112			0.115		
Satd. Flow (perm)	236	3426	0	470	4975	0	209	4988	0	214	5030	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			22			16			8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1311			2676			560			354	
Travel Time (s)		25.5			52.1			10.9			6.9	
Confl. Peds. (#/hr)	21		21	21		21	12		26	26		12
Confl. Bikes (#/hr)			3			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	113	459	91	341	1515	197	201	1656	171	115	985	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	550	0	341	1712	0	201	1827	0	115	1046	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	31.2		12.5	31.2		9.5	26.9		9.5	26.9	
Total Split (s)	10.0	36.7		23.6	50.3		20.0	49.3		10.4	39.7	
Total Split (%)	8.3%	30.6%		19.7%	41.9%		16.7%	41.1%		8.7%	33.1%	
Maximum Green (s)	6.0	31.5		20.6	45.1		16.0	44.4		6.4	34.8	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	1.6		0.0	1.6		1.0	1.3		1.0	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.2		3.0	5.2		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		18.0			18.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020

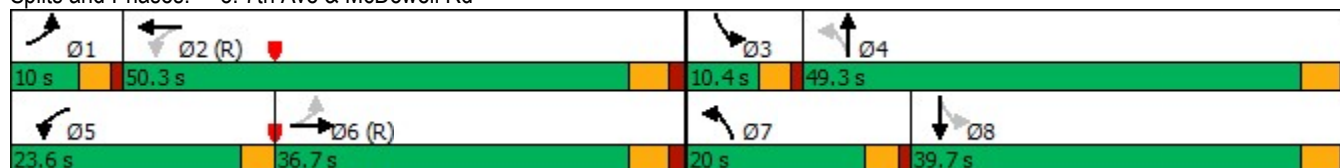


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	38.7	31.5		57.3	45.1		55.7	44.4		42.1	34.8	
Actuated g/C Ratio	0.32	0.26		0.48	0.38		0.46	0.37		0.35	0.29	
v/c Ratio	0.74	0.60		0.76	0.91		0.66	0.98		0.73	0.71	
Control Delay	51.2	40.6		32.8	43.4		34.4	55.0		57.4	18.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.2	40.6		32.8	43.4		34.4	55.0		57.4	18.4	
LOS	D	D		C	D		C	D		E	B	
Approach Delay		42.4			41.6			52.9			22.3	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	48	190		166	451		92	506		43	117	
Queue Length 95th (ft)	#125	250		#255	521		173	#626		#134	200	
Internal Link Dist (ft)		1231			2596			480			274	
Turn Bay Length (ft)	250			235			150			260		
Base Capacity (vph)	152	913		447	1883		305	1855		158	1464	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.74	0.60		0.76	0.91		0.66	0.98		0.73	0.71	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 105
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 41.8 Intersection LOS: D
 Intersection Capacity Utilization 96.8% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: 7th Ave & McDowell Rd



Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	26	22	51	133	10	22	1927	7	0	1153	55
Future Volume (vph)	50	26	22	51	133	10	22	1927	7	0	1153	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.99	1.00			1.00			1.00	
Fr _t		0.932			0.989			0.999			0.993	
Fl _t Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	1721	0	1770	1840	0	0	6395	0	0	3510	0
Fl _t Permitted	0.563			0.724				0.903				
Satd. Flow (perm)	1046	1721	0	1340	1840	0	0	5780	0	0	3510	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			3			1			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		577			578			2273			2676	
Travel Time (s)		15.7			15.8			44.3			52.1	
Confl. Peds. (#/hr)	2		4	4		2	2					2
Confl. Bikes (#/hr)						3			2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	28	23	54	141	11	23	2050	7	0	1227	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	51	0	54	152	0	0	2080	0	0	1286	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			4		1	2			2	
Permitted Phases	4			4			2					
Minimum Split (s)	25.8	25.8		25.8	25.8		9.5	23.6			23.6	
Total Split (s)	31.0	31.0		31.0	31.0		9.5	79.5			79.5	
Total Split (%)	25.8%	25.8%		25.8%	25.8%		7.9%	66.3%			66.3%	
Maximum Green (s)	26.2	26.2		26.2	26.2		5.5	74.9			74.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6			4.6	
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			8.0			8.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020

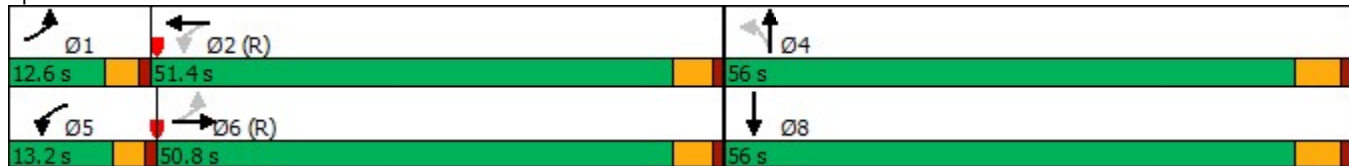


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	55.4	46.0		56.6	46.6			50.9			50.9	
Actuated g/C Ratio	0.46	0.38		0.47	0.39			0.42			0.42	
v/c Ratio	0.30	0.33		0.33	0.89			0.89			0.37	
Control Delay	19.9	26.3		18.7	43.1			52.6			26.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	19.9	26.3		18.7	43.1			52.6			26.0	
LOS	B	C		B	D			D			C	
Approach Delay		25.6			40.4			52.6			26.0	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	22	123		61	447			469			126	
Queue Length 95th (ft)	45	166		100	#550			m491			186	
Internal Link Dist (ft)		710			1244			2617			2553	
Turn Bay Length (ft)	110			150								
Base Capacity (vph)	190	1341		443	1356			2498			1482	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.30	0.33		0.33	0.89			0.89			0.37	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 43.0 Intersection LOS: D
 Intersection Capacity Utilization 90.0% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: 7th Ave & Missouri Ave



Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Volume (vph)	130	658	57	294	1524	171	2	1919	119	1	866	184
Future Volume (vph)	130	658	57	294	1524	171	2	1919	119	1	866	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	180		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			0.99	
Frt		0.988			0.985			0.991				0.974
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	4988	0	0	6335	0	0	3430	0
Flt Permitted	0.103			0.193				0.932			0.953	
Satd. Flow (perm)	192	3487	0	358	4988	0	0	5904	0	0	3269	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			19			13			25	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		610			1406			2676			1147	
Travel Time (s)		11.9			27.4			52.1			22.3	
Confl. Peds. (#/hr)	18		12	12		18	11		16	16		11
Confl. Bikes (#/hr)			3			3			7			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	134	678	59	303	1571	176	2	1978	123	1	893	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	737	0	303	1747	0	0	2103	0	0	1084	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	27.1		9.5	27.1		28.2	28.2		28.2	28.2	
Total Split (s)	12.0	44.0		22.0	54.0		54.0	54.0		54.0	54.0	
Total Split (%)	10.0%	36.7%		18.3%	45.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	9.0	38.9		19.0	48.9		48.8	48.8		48.8	48.8	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.1		3.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020

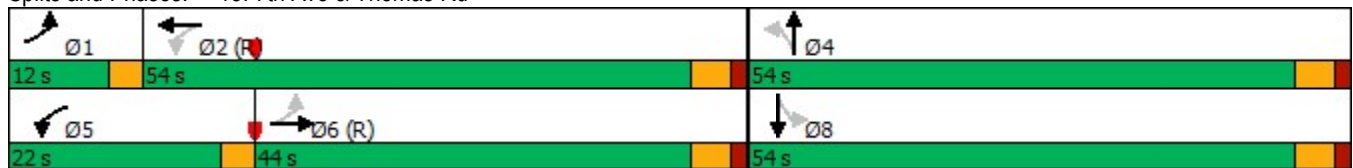


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	50.0	38.9		63.0	48.9			48.8			48.8	
Actuated g/C Ratio	0.42	0.32		0.52	0.41			0.41			0.41	
v/c Ratio	0.68	0.65		0.74	0.86			0.87			0.81	
Control Delay	39.5	37.5		29.4	37.1			13.7			40.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	39.5	37.5		29.4	37.1			13.7			40.5	
LOS	D	D		C	D			B			D	
Approach Delay		37.8			36.0			13.7			40.5	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)	51	253		130	440			69			108	
Queue Length 95th (ft)	#131	322		#217	508			127			125	
Internal Link Dist (ft)		530			1326			2596			1067	
Turn Bay Length (ft)	200			180								
Base Capacity (vph)	198	1135		411	2043			2408			1344	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.68	0.65		0.74	0.86			0.87			0.81	

Intersection Summary












Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 29.4
 Intersection LOS: C
 Intersection Capacity Utilization 83.8%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: 7th Ave & Thomas Rd



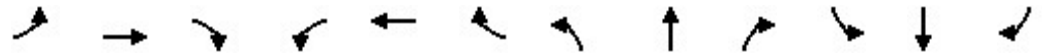
Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (vph)	254	272	2223	49	5	821
Future Volume (vph)	254	272	2223	49	5	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	220		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.86	0.86	0.95	0.95
Ped Bike Factor	0.99	0.98	1.00			
Frt		0.850	0.997			
Flt Protected	0.950					
Satd. Flow (prot)	1770	1583	6383	0	0	3539
Flt Permitted	0.950					0.928
Satd. Flow (perm)	1745	1558	6383	0	0	3284
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		5	6			
Link Speed (mph)	30		35			35
Link Distance (ft)	631		1147			1520
Travel Time (s)	14.3		22.3			29.6
Confl. Peds. (#/hr)	8	2		7	7	
Confl. Bikes (#/hr)		1		6		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	257	275	2245	49	5	829
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	275	2294	0	0	834
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	4		2			2
Permitted Phases		4			2	
Minimum Split (s)	25.8	25.8	24.9		24.9	24.9
Total Split (s)	45.0	45.0	75.0		75.0	75.0
Total Split (%)	37.5%	37.5%	62.5%		62.5%	62.5%
Maximum Green (s)	40.2	40.2	70.1		70.1	70.1
Yellow Time (s)	3.0	3.0	3.6		3.6	3.6
All-Red Time (s)	1.8	1.8	1.3		1.3	1.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.8	4.8	4.9			4.9
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	8.0	8.0	8.0		8.0	8.0
Flash Dont Walk (s)	13.0	13.0	12.0		12.0	12.0
Pedestrian Calls (#/hr)	0	0	0		0	0

Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020

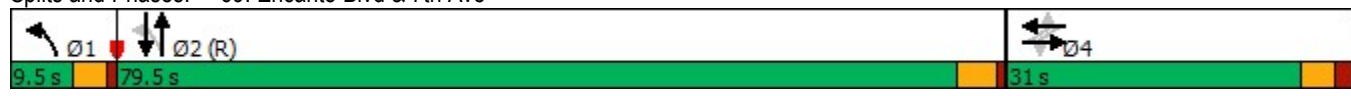


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	26.2	26.2		26.2	26.2			79.8			74.9	
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.66			0.62	
v/c Ratio	0.23	0.13		0.18	0.38			0.54			0.59	
Control Delay	41.9	24.8		40.3	42.3			12.1			17.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	41.9	24.8		40.3	42.3			12.1			17.7	
LOS	D	C		D	D			B			B	
Approach Delay		33.5			41.8			12.1			17.7	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	34	17		34	99			258			418	
Queue Length 95th (ft)	73	52		72	164			m291			482	
Internal Link Dist (ft)		497			498			2193			2596	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	228	393		292	404			3869			2193	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.23	0.13		0.18	0.38			0.54			0.59	

Intersection Summary

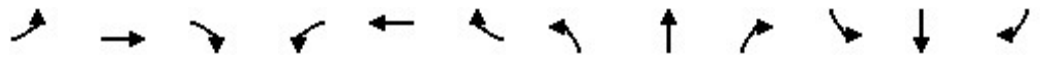
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 16.3 Intersection LOS: B
 Intersection Capacity Utilization 76.5% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 69: Encanto Blvd & 7th Ave



Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd





















09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	382	38	188	837	79	3	2215	121	0	653	134
Future Volume (vph)	175	382	38	188	837	79	3	2215	121	0	653	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00		0.99	1.00			1.00			0.99	
Frt		0.987			0.987			0.992			0.975	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3481	0	1770	3477	0	0	6339	0	0	3416	0
Flt Permitted	0.109			0.426				0.932				
Satd. Flow (perm)	203	3481	0	784	3477	0	0	5908	0	0	3416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			9			12			26	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		633			2757			1520			2638	
Travel Time (s)		12.3			53.7			29.6			51.4	
Confl. Peds. (#/hr)	23		14	14		23	26		23	23		26
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	177	386	38	190	845	80	3	2237	122	0	660	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	424	0	190	925	0	0	2362	0	0	795	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	9.5	24.9		9.5	27.9		24.9	24.9			24.9	
Total Split (s)	16.0	44.4		15.6	44.0		60.0	60.0			60.0	
Total Split (%)	13.3%	37.0%		13.0%	36.7%		50.0%	50.0%			50.0%	
Maximum Green (s)	12.0	39.5		11.6	39.1		55.1	55.1			55.1	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.3	1.3			1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		12.0			12.0		12.0	12.0			12.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	954	66	103	1592	139	8	2186	209	0	638	145
Future Volume (vph)	180	954	66	103	1592	139	8	2186	209	0	638	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	200		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00			0.99			0.99	
Frt		0.990			0.988			0.987			0.972	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4995	0	1770	5003	0	0	6287	0	0	3410	0
Flt Permitted	0.140			0.121				0.929				
Satd. Flow (perm)	261	4995	0	225	5003	0	0	5841	0	0	3410	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			13			22			28	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			1477			2638			959	
Travel Time (s)		10.1			28.8			51.4			18.7	
Confl. Peds. (#/hr)	25		67	67		25	31		49	49		31
Confl. Bikes (#/hr)			1			3			3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	184	973	67	105	1624	142	8	2231	213	0	651	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1040	0	105	1766	0	0	2452	0	0	799	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	12.5	30.5		29.0	29.9		37.5	37.5			37.5	
Total Split (s)	14.0	34.0		29.0	49.0		57.0	57.0			57.0	
Total Split (%)	11.7%	28.3%		24.2%	40.8%		47.5%	47.5%			47.5%	
Maximum Green (s)	10.0	28.5		25.0	44.1		51.5	51.5			51.5	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6			3.6	
All-Red Time (s)	1.0	1.9		1.0	1.3		1.9	1.9			1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.5		4.0	4.9			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		11.0	11.0			11.0	
Flash Dont Walk (s)		14.0			14.0		21.0	21.0			21.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020

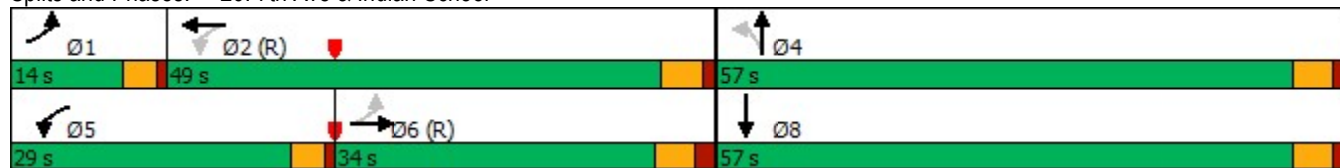


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	40.0	28.5		59.0	44.1			51.5			51.5	
Actuated g/C Ratio	0.33	0.24		0.49	0.37			0.43			0.43	
v/c Ratio	0.87	0.87		0.24	0.96			0.97			0.54	
Control Delay	64.1	52.9		18.0	50.0			61.0			15.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	64.1	52.9		18.0	50.0			61.0			15.3	
LOS	E	D		B	D			E			B	
Approach Delay		54.6			48.2			61.0			15.3	
Approach LOS		D			D			E			B	
Queue Length 50th (ft)	87	283		43	482			582			103	
Queue Length 95th (ft)	#219	#342		75	#593			#645			125	
Internal Link Dist (ft)		436			1397			2558			879	
Turn Bay Length (ft)	260			200								
Base Capacity (vph)	212	1192		432	1846			2519			1479	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.87	0.87		0.24	0.96			0.97			0.54	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 50.2
 Intersection LOS: D
 Intersection Capacity Utilization 96.9%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: 7th Ave & Indian School



Lanes, Volumes, Timings
74: Campbell Ave & 7th Ave

09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	5	13	43	9	123	10	2516	56	0	779	18
Future Volume (vph)	11	5	13	43	9	123	10	2516	56	0	779	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		120	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		0.98		0.98	0.98			1.00			1.00	
Frt		0.939			0.861			0.997			0.997	
Flt Protected		0.981		0.950								
Satd. Flow (prot)	0	1693	0	1770	1570	0	0	6385	0	0	3524	0
Flt Permitted		0.891		0.737				0.928				
Satd. Flow (perm)	0	1533	0	1352	1570	0	0	5925	0	0	3524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			6			9				5
Link Speed (mph)		25			25			35				35
Link Distance (ft)		205			643			670				2612
Travel Time (s)		5.6			17.5			13.1				50.9
Confl. Peds. (#/hr)	5		9	9		5	9		2	2		9
Confl. Bikes (#/hr)			2			2			1			3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	5	14	46	10	132	11	2705	60	0	838	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	46	142	0	0	2776	0	0	857	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2					
Minimum Split (s)	24.8	24.8		24.8	24.8		23.6	23.6				23.6
Total Split (s)	29.0	29.0		29.0	29.0		91.0	91.0				91.0
Total Split (%)	24.2%	24.2%		24.2%	24.2%		75.8%	75.8%				75.8%
Maximum Green (s)	24.2	24.2		24.2	24.2		86.4	86.4				86.4
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6				3.6
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0				1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)		4.8		4.8	4.8			4.6				4.6
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0				8.0
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		7.0	7.0				7.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0				0

Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Act Effect Green (s)	40.2	40.2	70.1			70.1
Actuated g/C Ratio	0.34	0.34	0.58			0.58
v/c Ratio	0.43	0.52	0.61			0.43
Control Delay	33.9	35.9	39.2			29.7
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	33.9	35.9	39.2			29.7
LOS	C	D	D			C
Approach Delay	34.9		39.2			29.7
Approach LOS	C		D			C
Queue Length 50th (ft)	154	168	476			303
Queue Length 95th (ft)	233	256	519			373
Internal Link Dist (ft)	551		1067			1440
Turn Bay Length (ft)		220				
Base Capacity (vph)	592	525	3731			1918
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.43	0.52	0.61			0.43

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 55
 Control Type: Pretimed
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 36.4
 Intersection Capacity Utilization 58.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service B

Splits and Phases: 72: 7th Ave & Earll Dr



Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

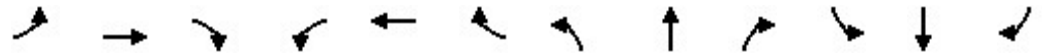
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	879	81	143	1339	83	233	1924	227	0	604	71
Future Volume (vph)	76	879	81	143	1339	83	233	1924	227	0	604	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	360		0	0		0	0		150
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	0.99	1.00		0.99	1.00		0.99	1.00				0.94
Frt		0.987			0.991			0.984				0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	4999	0	1770	5016	0	1770	4990	0	0	3539	1583
Flt Permitted	0.950			0.950			0.253					
Satd. Flow (perm)	1754	4999	0	1755	5016	0	464	4990	0	0	3539	1494
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			8			25				118
Link Speed (mph)		35			35			35				35
Link Distance (ft)		728			1317			2612				2697
Travel Time (s)		14.2			25.7			50.9				52.5
Confl. Peds. (#/hr)	45		22	22		45	47		12	12		47
Confl. Bikes (#/hr)			5			4			6			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	78	897	83	146	1366	85	238	1963	232	0	616	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	980	0	146	1451	0	238	2195	0	0	616	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		pm+pt	NA			NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases							4					8
Minimum Split (s)	10.9	30.1		10.9	30.1		24.0	44.0			44.0	44.0
Total Split (s)	12.2	34.8		17.2	39.8		24.0	68.0			44.0	44.0
Total Split (%)	10.2%	29.0%		14.3%	33.2%		20.0%	56.7%			36.7%	36.7%
Maximum Green (s)	6.3	29.7		11.3	34.7		19.0	62.0			38.0	38.0
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	3.6			3.6	3.6
All-Red Time (s)	2.9	1.5		2.9	1.5		2.0	2.4			2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.9	5.1		5.9	5.1		5.0	6.0			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead				Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Walk Time (s)		8.0			8.0			8.0			8.0	8.0
Flash Dont Walk (s)		17.0			17.0			30.0			30.0	30.0
Pedestrian Calls (#/hr)		0			0			0			0	0

Lanes, Volumes, Timings
74: Campbell Ave & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)		24.2		24.2	24.2			86.4			86.4	
Actuated g/C Ratio		0.20		0.20	0.20			0.72			0.72	
v/c Ratio		0.10		0.17	0.44			0.65			0.34	
Control Delay		26.4		41.6	45.2			28.9			4.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		26.4		41.6	45.2			28.9			4.1	
LOS		C		D	D			C			A	
Approach Delay		26.4			44.3			28.9			4.1	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)		11		30	93			605			1	
Queue Length 95th (ft)		38		65	158			m629			m1	
Internal Link Dist (ft)		125			563			590			2532	
Turn Bay Length (ft)												
Base Capacity (vph)		320		272	321			4268			2538	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.10		0.17	0.44			0.65			0.34	

Intersection Summary

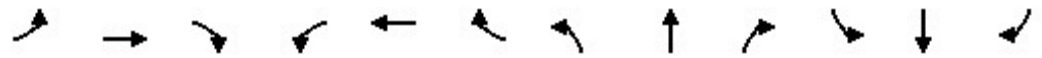
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 24.1 Intersection LOS: C
 Intersection Capacity Utilization 68.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 74: Campbell Ave & 7th Ave



Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	378	42	139	1006	123	14	1920	159	0	458	51
Future Volume (vph)	54	378	42	139	1006	123	14	1920	159	0	458	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	150		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			1.00	
Frt		0.985			0.984			0.989			0.985	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3479	0	1770	3473	0	0	6329	0	0	3479	0
Flt Permitted	0.087			0.420				0.927				
Satd. Flow (perm)	162	3479	0	780	3473	0	0	5867	0	0	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			13			18			12	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		790			1324			2697			2633	
Travel Time (s)		15.4			25.8			52.5			44.9	
Confl. Peds. (#/hr)	9		4	4		9	4		3	3		4
Confl. Bikes (#/hr)			2			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	402	45	148	1070	131	15	2043	169	0	487	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	447	0	148	1201	0	0	2227	0	0	541	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	12.5	28.8		12.5	28.8		28.1	28.1			24.1	
Total Split (s)	12.6	50.8		13.2	51.4		56.0	56.0			56.0	
Total Split (%)	10.5%	42.3%		11.0%	42.8%		46.7%	46.7%			46.7%	
Maximum Green (s)	8.6	46.0		9.2	46.6		50.9	50.9			50.9	
Yellow Time (s)	3.0	3.6		3.0	3.6		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.2		1.0	1.2		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.8		4.0	4.8			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		16.0			16.0		15.0	15.0			10.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

09/16/2020

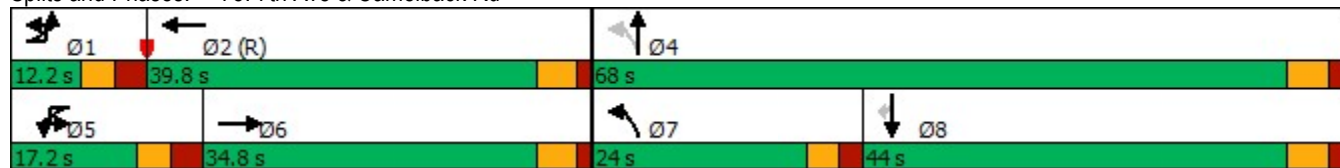


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	6.3	29.7		11.3	34.7		63.0	62.0			38.0	38.0
Actuated g/C Ratio	0.05	0.25		0.09	0.29		0.52	0.52			0.32	0.32
v/c Ratio	0.85	0.79		0.88	1.00		0.53	0.85			0.55	0.13
Control Delay	115.6	47.0		98.0	65.3		16.2	9.8			56.8	14.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	115.6	47.0		98.0	65.3		16.2	9.8			56.8	14.0
LOS	F	D		F	E		B	A			E	B
Approach Delay		52.0			68.3			10.4			52.3	
Approach LOS		D			E			B			D	
Queue Length 50th (ft)	61	258		114	409		29	86			255	8
Queue Length 95th (ft)	#154	311		#236	#523		106	168			317	33
Internal Link Dist (ft)		648			1237			2532			2617	
Turn Bay Length (ft)	360			360								150
Base Capacity (vph)	92	1246		166	1456		450	2590			1120	553
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.85	0.79		0.88	1.00		0.53	0.85			0.55	0.13

Intersection Summary
























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Pretimed
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 39.0 Intersection LOS: D
 Intersection Capacity Utilization 95.1% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 78: 7th Ave & Camelback Rd



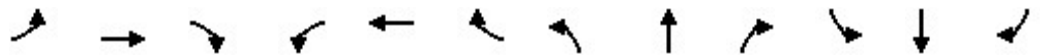
Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			 	
Traffic Volume (vph)	99	855	66	95	1294	154	20	1763	240	0	359	82
Future Volume (vph)	99	855	66	95	1294	154	20	1763	240	0	359	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	200		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.989			0.984			0.982			0.972	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3495	0	1770	4995	0	0	6278	0	0	3431	0
Flt Permitted	0.089			0.148				0.924				
Satd. Flow (perm)	166	3495	0	276	4995	0	0	5801	0	0	3431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			20			35			29	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		633			747			2633			2655	
Travel Time (s)		10.8			12.7			44.9			45.3	
Confl. Peds. (#/hr)	3		6	6		3	1		4	4		1
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	101	872	67	97	1320	157	20	1799	245	0	366	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	939	0	97	1477	0	0	2064	0	0	450	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	12.5	26.1		12.5	26.1		25.1	25.1			25.1	
Total Split (s)	14.0	50.2		13.8	50.0		56.0	56.0			56.0	
Total Split (%)	11.7%	41.8%		11.5%	41.7%		46.7%	46.7%			46.7%	
Maximum Green (s)	10.0	45.1		9.8	44.9		50.9	50.9			50.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		13.0			13.0		12.0	12.0			12.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020

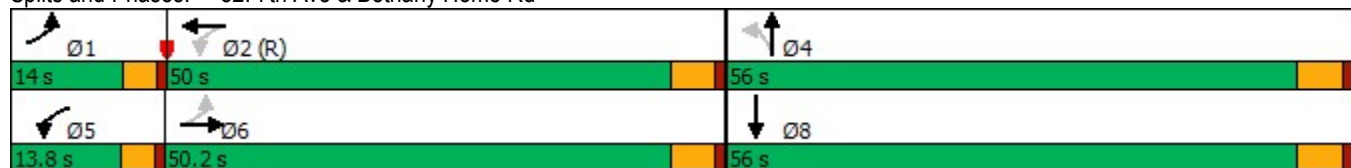


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	56.2	45.1		55.8	44.9			50.9			50.9	
Actuated g/C Ratio	0.47	0.38		0.46	0.37			0.42			0.42	
v/c Ratio	0.48	0.71		0.39	0.79			0.83			0.31	
Control Delay	25.5	35.3		20.7	36.5			56.5			34.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	25.5	35.3		20.7	36.5			56.5			34.5	
LOS	C	D		C	D			E			C	
Approach Delay		34.3			35.5			56.5			34.5	
Approach LOS		C			D			E			C	
Queue Length 50th (ft)	40	320		39	363			418			144	
Queue Length 95th (ft)	80	397		69	423			460			208	
Internal Link Dist (ft)		553			667			2553			2575	
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	211	1318		250	1881			2480			1472	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.48	0.71		0.39	0.79			0.83			0.31	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle:	80
Control Type:	Pretimed
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	43.6
Intersection LOS:	D
Intersection Capacity Utilization:	90.3%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 82: 7th Ave & Bethany Home Rd



Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	127	24	47	302	85	14	1902	72	0	386	35
Future Volume (vph)	15	127	24	47	302	85	14	1902	72	0	386	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt		0.976			0.967			0.995				0.987
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1814	0	1770	1795	0	0	6371	0	0	3483	0
Flt Permitted	0.355			0.630				0.928				
Satd. Flow (perm)	660	1814	0	1172	1795	0	0	5912	0	0	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			5			9				12
Link Speed (mph)		35			35			40				40
Link Distance (ft)		693			1335			2655				2650
Travel Time (s)		13.5			26.0			45.3				45.2
Confl. Peds. (#/hr)	2		1	1		2	3					3
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	134	25	49	318	89	15	2002	76	0	406	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	159	0	49	407	0	0	2093	0	0	443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA				NA
Protected Phases		2			2			1				1
Permitted Phases	2			2			1					
Minimum Split (s)	24.9	24.9		24.9	24.9		24.0	24.0				24.0
Total Split (s)	54.0	54.0		54.0	54.0		66.0	66.0				66.0
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%				55.0%
Maximum Green (s)	49.1	49.1		49.1	49.1		61.0	61.0				61.0
Yellow Time (s)	3.6	3.6		3.6	3.6		4.0	4.0				4.0
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	1.0				1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0				5.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes				Yes
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0				8.0
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		5.0	5.0				5.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0				0

Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	49.1	49.1		49.1	49.1			61.0			61.0	
Actuated g/C Ratio	0.41	0.41		0.41	0.41			0.51			0.51	
v/c Ratio	0.06	0.21		0.10	0.55			0.70			0.25	
Control Delay	22.5	22.5		22.7	30.2			29.1			10.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	22.5	22.5		22.7	30.2			29.1			10.7	
LOS	C	C		C	C			C			B	
Approach Delay		22.5			29.4			29.1			10.7	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	7	74		23	234			287			61	
Queue Length 95th (ft)	23	123		50	336			340			77	
Internal Link Dist (ft)		613			1255			2575			2570	
Turn Bay Length (ft)	130			150								
Base Capacity (vph)	270	747		479	737			3009			1776	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.06	0.21		0.10	0.55			0.70			0.25	

Intersection Summary

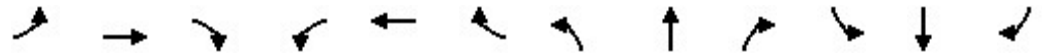
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	26.2
Intersection LOS:	C
Intersection Capacity Utilization:	75.8%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 84: 7th Ave & Maryland Ave



Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	839	48	90	1499	134	57	1589	254	0	315	90
Future Volume (vph)	47	839	48	90	1499	134	57	1589	254	0	315	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00				
Frt		0.992			0.988			0.980			0.967	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	3508	0	1770	5017	0	0	6263	0	0	3422	0
Flt Permitted	0.087			0.145				0.895				
Satd. Flow (perm)	162	3508	0	270	5017	0	0	5611	0	0	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			15			40			38	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		524			1329			2650			5297	
Travel Time (s)		8.9			22.7			45.2			90.3	
Confl. Peds. (#/hr)	3		2	2		3						
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	883	51	95	1578	141	60	1673	267	0	332	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	934	0	95	1719	0	0	2000	0	0	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	9.5	25.1		9.5	25.1		25.1	25.1			31.0	
Total Split (s)	10.0	51.3		13.7	55.0		55.0	55.0			55.0	
Total Split (%)	8.3%	42.8%		11.4%	45.8%		45.8%	45.8%			45.8%	
Maximum Green (s)	6.0	46.2		9.7	49.9		49.9	49.9			49.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		12.0			12.0		12.0	12.0			12.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

09/16/2020

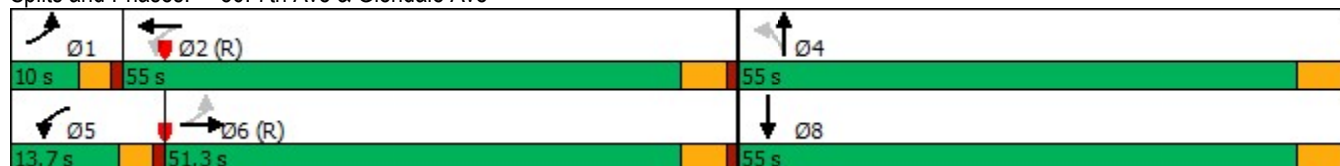


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	53.3	46.2		60.7	49.9			49.9			49.9	
Actuated g/C Ratio	0.44	0.38		0.51	0.42			0.42			0.42	
v/c Ratio	0.32	0.69		0.37	0.82			0.85			0.30	
Control Delay	21.1	33.9		19.6	34.9			59.7			12.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	21.1	33.9		19.6	34.9			59.7			12.5	
LOS	C	C		B	C			E			B	
Approach Delay		33.3			34.1			59.7			12.5	
Approach LOS		C			C			E			B	
Queue Length 50th (ft)	19	313		37	422			453			119	
Queue Length 95th (ft)	39	388		67	487			494			164	
Internal Link Dist (ft)		444			1249			2570			5217	
Turn Bay Length (ft)	260			140								
Base Capacity (vph)	152	1354		257	2094			2356			1445	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.32	0.69		0.37	0.82			0.85			0.30	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	80
Control Type:	Pretimed
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	42.0
Intersection LOS:	D
Intersection Capacity Utilization:	92.9%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 86: 7th Ave & Glendale Ave



Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

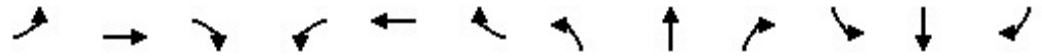
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (vph)	39	875	37	99	1595	159	258	1064	229	152	263	59
Future Volume (vph)	39	875	37	99	1595	159	258	1064	229	152	263	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	220		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor					1.00		1.00	1.00		1.00	1.00	
Frt		0.994			0.986			0.973				0.972
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3518	0	1770	5007	0	1770	4936	0	1770	3431	0
Flt Permitted	0.089			0.143			0.411			0.144		
Satd. Flow (perm)	166	3518	0	266	5007	0	764	4936	0	268	3431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			17			40			21	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		683			2659			5297			251	
Travel Time (s)		11.6			45.3			90.3			4.3	
Confl. Peds. (#/hr)	2					2	2		1	1		2
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	39	884	37	100	1611	161	261	1075	231	154	266	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	921	0	100	1772	0	261	1306	0	154	326	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	25.1		9.5	25.1		9.5	29.5		9.5	29.5	
Total Split (s)	9.8	50.2		13.8	54.2		22.7	41.0		15.0	33.3	
Total Split (%)	8.2%	41.8%		11.5%	45.2%		18.9%	34.2%		12.5%	27.8%	
Maximum Green (s)	5.8	45.1		9.8	49.1		18.7	35.5		12.0	27.8	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.0	5.5		3.0	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
 88: 7th Ave & Northern Ave

09/16/2020

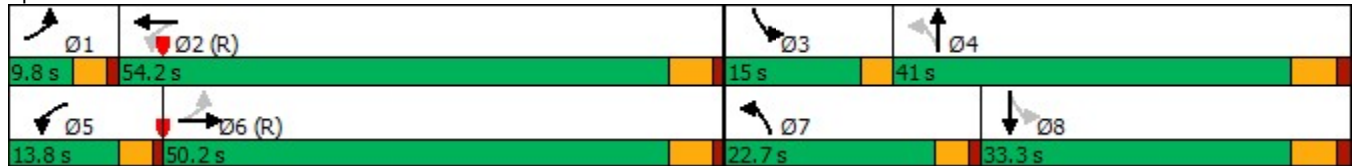


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	52.0	45.1		60.0	49.1		52.0	35.5		42.3	27.8	
Actuated g/C Ratio	0.43	0.38		0.50	0.41		0.43	0.30		0.35	0.23	
v/c Ratio	0.26	0.70		0.39	0.86		0.54	0.88		0.63	0.40	
Control Delay	20.2	34.9		20.6	37.4		20.4	41.6		35.7	38.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.2	34.9		20.6	37.4		20.4	41.6		35.7	38.2	
LOS	C	C		C	D		C	D		D	D	
Approach Delay		34.3			36.5			38.1			37.4	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	15	312		40	448		186	379		71	105	
Queue Length 95th (ft)	34	388		71	516		m199	433		129	151	
Internal Link Dist (ft)		603			2579			5217			171	
Turn Bay Length (ft)	220			220								
Base Capacity (vph)	149	1324		255	2058		487	1488		244	810	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.70		0.39	0.86		0.54	0.88		0.63	0.40	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 36.6
 Intersection LOS: D
 Intersection Capacity Utilization 87.5%
 ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 88: 7th Ave & Northern Ave



Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	785	144	235	411	63	145	1084	230	220	1519	36
Future Volume (vph)	81	785	144	235	411	63	145	1084	230	220	1519	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	235		0	150		0	260		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.98	1.00			0.99			0.99			1.00	
Frt		0.977			0.980			0.974			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3445	0	1770	4955	0	1770	4919	0	1770	5062	0
Flt Permitted	0.457			0.096			0.114			0.102		
Satd. Flow (perm)	838	3445	0	179	4955	0	212	4919	0	190	5062	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			28			39			3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1311			2676			560			354	
Travel Time (s)		25.5			52.1			10.9			6.9	
Confl. Peds. (#/hr)	23		7	7		23	33		17	17		33
Confl. Bikes (#/hr)			3									3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	86	835	153	250	437	67	154	1153	245	234	1616	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	988	0	250	504	0	154	1398	0	234	1654	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	31.2		12.5	31.2		9.5	26.9		9.5	26.9	
Total Split (s)	10.0	44.0		18.0	52.0		13.0	40.0		18.0	45.0	
Total Split (%)	8.3%	36.7%		15.0%	43.3%		10.8%	33.3%		15.0%	37.5%	
Maximum Green (s)	6.0	38.8		15.0	46.8		9.0	35.1		14.0	40.1	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	1.6		0.0	1.6		1.0	1.3		1.0	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.2		3.0	5.2		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		18.0			18.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020

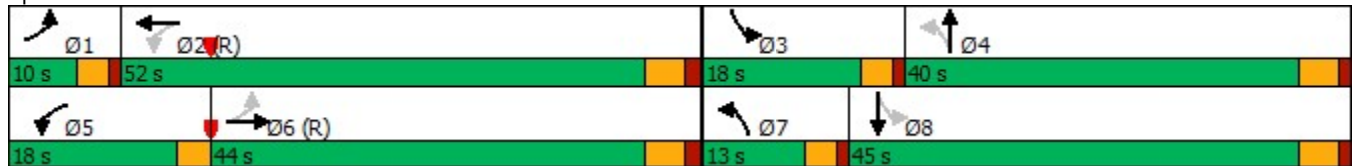


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	46.0	38.8		59.0	46.8		45.0	35.1		54.0	40.1	
Actuated g/C Ratio	0.38	0.32		0.49	0.39		0.38	0.29		0.45	0.33	
v/c Ratio	0.23	0.88		0.87	0.26		0.79	0.95		0.87	0.98	
Control Delay	19.2	47.8		58.5	23.8		52.1	55.5		71.5	30.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.2	47.8		58.5	23.8		52.1	55.5		71.5	30.4	
LOS	B	D		E	C		D	E		E	C	
Approach Delay		45.5			35.3			55.2			35.5	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	35	373		136	90		70	380		117	267	
Queue Length 95th (ft)	65	#474		#285	118		#175	#482		m#250	#557	
Internal Link Dist (ft)		1231			2596			480			274	
Turn Bay Length (ft)	250			235			150			260		
Base Capacity (vph)	367	1126		286	1949		196	1466		269	1693	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.88		0.87	0.26		0.79	0.95		0.87	0.98	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 85
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 43.3 Intersection LOS: D
 Intersection Capacity Utilization 93.1% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: 7th Ave & McDowell Rd



Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	210	67	12	17	3	10	1254	8	2	1890	41
Future Volume (vph)	247	210	67	12	17	3	10	1254	8	2	1890	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	1.00		1.00	1.00			1.00			1.00	
Fr _t		0.964			0.979			0.999			0.997	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	1787	0	1770	1818	0	0	5079	0	0	5067	0
Fl _t Permitted	0.744			0.411				0.903			0.939	
Satd. Flow (perm)	1374	1787	0	762	1818	0	0	4587	0	0	4758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			3			1			5	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		577			578			2273			2676	
Travel Time (s)		15.7			15.8			44.3			52.1	
Confl. Peds. (#/hr)	5		5	5		5	2		1	1		2
Confl. Bikes (#/hr)						1			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	263	223	71	13	18	3	11	1334	9	2	2011	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	294	0	13	21	0	0	1354	0	0	2057	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4						2		
Minimum Split (s)	25.8	25.8		25.8	25.8			23.6		23.6	23.6	
Total Split (s)	43.0	43.0		43.0	43.0			77.0		77.0	77.0	
Total Split (%)	35.8%	35.8%		35.8%	35.8%			64.2%		64.2%	64.2%	
Maximum Green (s)	38.2	38.2		38.2	38.2			72.4		72.4	72.4	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6		4.6	4.6	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	

Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	38.2	38.2		38.2	38.2			72.4			72.4	
Actuated g/C Ratio	0.32	0.32		0.32	0.32			0.60			0.60	
v/c Ratio	0.60	0.51		0.05	0.04			11.00dl			0.72	
Control Delay	41.4	35.7		29.3	25.6			19.7			18.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	41.4	35.7		29.3	25.6			19.7			18.2	
LOS	D	D		C	C			B			B	
Approach Delay		38.4			27.1			19.7			18.2	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	171	178		7	10			396			594	
Queue Length 95th (ft)	265	266		23	29			m426			m658	
Internal Link Dist (ft)		497			498			2193			2596	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	437	576		242	580			1681			2872	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.60	0.51		0.05	0.04			0.81			0.72	

Intersection Summary

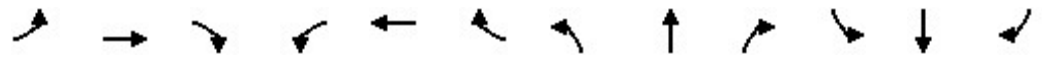
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 21.6 Intersection LOS: C
 Intersection Capacity Utilization 67.0% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 69: Encanto Blvd & 7th Ave



Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

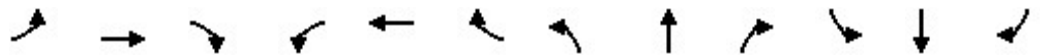
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	
Traffic Volume (vph)	114	1141	43	109	493	53	10	988	450	6	1795	132
Future Volume (vph)	114	1141	43	109	493	53	10	988	450	6	1795	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	180		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	1.00			1.00			0.99			1.00	
Frt		0.995			0.985			0.953			0.990	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3518	0	1770	4991	0	0	4791	0	0	5024	0
Flt Permitted	0.381			0.089				0.872			0.933	
Satd. Flow (perm)	703	3518	0	166	4991	0	0	4178	0	0	4688	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			17			125			13	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		610			2811			2676			1147	
Travel Time (s)		11.9			54.8			52.1			22.3	
Confl. Peds. (#/hr)	15		8	8		15	11		15	15		11
Confl. Bikes (#/hr)			2			3			3			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	118	1176	44	112	508	55	10	1019	464	6	1851	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	1220	0	112	563	0	0	1493	0	0	1993	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	27.1		9.5	27.1			28.2		28.2	28.2	
Total Split (s)	10.1	50.5		9.5	49.9			60.0		60.0	60.0	
Total Split (%)	8.4%	42.1%		7.9%	41.6%			50.0%		50.0%	50.0%	
Maximum Green (s)	7.1	45.4		6.5	44.8			54.8		54.8	54.8	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	0.0	1.5		0.0	1.5			1.6		1.6	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.1		3.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020

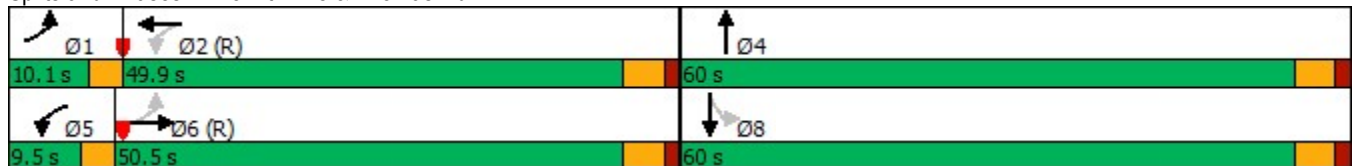


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	54.6	45.4		53.4	44.8			54.8			54.8	
Actuated g/C Ratio	0.46	0.38		0.44	0.37			0.46			0.46	
v/c Ratio	0.31	0.92		0.70	0.30			3.71dr			0.93	
Control Delay	20.1	47.0		43.0	26.2			155.3			24.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	20.1	47.0		43.0	26.2			155.3			24.7	
LOS	C	D		D	C			F			C	
Approach Delay		44.7			29.0			155.3			24.7	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	50	466		47	108			~513			508	
Queue Length 95th (ft)	86	#606		#117	139			#630			m515	
Internal Link Dist (ft)		530			2731			2596			1067	
Turn Bay Length (ft)	200			180								
Base Capacity (vph)	382	1333		160	1873			1153			2147	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.31	0.92		0.70	0.30			1.29			0.93	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 65.6 Intersection LOS: E
 Intersection Capacity Utilization 92.7% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 18: 7th Ave & Thomas Rd



Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	85	25	864	164	372	1894
Future Volume (vph)	85	25	864	164	372	1894
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	220		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	0.91
Ped Bike Factor	0.97	0.98	0.99			1.00
Frt		0.850	0.976			
Flt Protected	0.950					0.992
Satd. Flow (prot)	1770	1583	4937	0	0	5045
Flt Permitted	0.950					0.658
Satd. Flow (perm)	1715	1552	4937	0	0	3345
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		26	69			
Link Speed (mph)	30		35			35
Link Distance (ft)	631		1147			1520
Travel Time (s)	14.3		22.3			29.6
Confl. Peds. (#/hr)	18	4		4	4	
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	26	909	173	392	1994
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	26	1082	0	0	2386
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		2		1	2
Permitted Phases		4			2	
Minimum Split (s)	25.8	25.8	24.9		9.5	24.9
Total Split (s)	25.8	25.8	84.7		9.5	84.7
Total Split (%)	21.5%	21.5%	70.6%		7.9%	70.6%
Maximum Green (s)	21.0	21.0	79.8		5.5	79.8
Yellow Time (s)	3.0	3.0	3.6		3.0	3.6
All-Red Time (s)	1.8	1.8	1.3		1.0	1.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.8	4.8	4.9			4.9
Lead/Lag			Lag		Lead	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Walk Time (s)	8.0	8.0	8.0			8.0
Flash Dont Walk (s)	13.0	13.0	12.0			12.0
Pedestrian Calls (#/hr)	0	0	0			0

Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Act Effect Green (s)	21.0	21.0	79.8			84.4
Actuated g/C Ratio	0.18	0.18	0.66			0.70
v/c Ratio	0.29	0.09	0.33			1.10dl
Control Delay	45.9	15.8	17.5			46.7
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	45.9	15.8	17.5			46.7
LOS	D	B	B			D
Approach Delay	39.1		17.5			46.7
Approach LOS	D		B			D
Queue Length 50th (ft)	61	0	223			621
Queue Length 95th (ft)	111	26	m182			#686
Internal Link Dist (ft)	551		1067			1440
Turn Bay Length (ft)		220				
Base Capacity (vph)	309	293	3306			2417
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.29	0.09	0.33			0.99

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 37.7 Intersection LOS: D
 Intersection Capacity Utilization 94.2% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 72: 7th Ave & Earll Dr



Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↶↷			↶↷	
Traffic Volume (vph)	121	851	73	137	348	47	10	584	272	6	2055	72
Future Volume (vph)	121	851	73	137	348	47	10	584	272	6	2055	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	1.00			1.00			0.99			1.00	
Frt		0.988			0.982			0.953			0.995	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	3489	0	1770	3458	0	0	4777	0	0	5054	0
Flt Permitted	0.433			0.106				0.862			0.937	
Satd. Flow (perm)	795	3489	0	197	3458	0	0	4122	0	0	4736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			13			141			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		633			2757			1520			2638	
Travel Time (s)		12.3			53.7			29.6			51.4	
Confl. Peds. (#/hr)	17		7	7		17	11		17	17		11
Confl. Bikes (#/hr)			4						1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	126	886	76	143	363	49	10	608	283	6	2141	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	962	0	143	412	0	0	901	0	0	2222	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	24.9		9.5	27.9			24.9		24.9	24.9	
Total Split (s)	11.3	42.0		12.0	42.7			66.0		66.0	66.0	
Total Split (%)	9.4%	35.0%		10.0%	35.6%			55.0%		55.0%	55.0%	
Maximum Green (s)	7.3	37.1		8.0	37.8			61.1		61.1	61.1	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3		1.3	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9		4.9	4.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		12.0			12.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd

09/16/2020

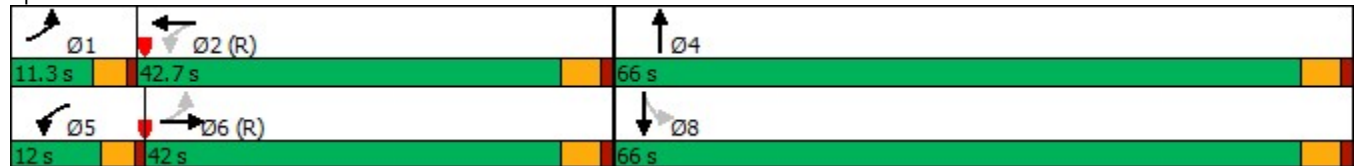


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	45.3	37.1		46.7	37.8			61.1			61.1	
Actuated g/C Ratio	0.38	0.31		0.39	0.32			0.51			0.51	
v/c Ratio	0.35	0.89		0.79	0.38			2.01dr			0.92	
Control Delay	25.4	50.3		53.7	32.1			25.3			49.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	25.4	50.3		53.7	32.1			25.3			49.0	
LOS	C	D		D	C			C			D	
Approach Delay		47.5			37.6			25.3			49.0	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	60	370		69	125			234			552	
Queue Length 95th (ft)	103	#485		#166	172			284			m427	
Internal Link Dist (ft)		553			2677			1440			2558	
Turn Bay Length (ft)	150			150								
Base Capacity (vph)	359	1084		181	1098			1251			2414	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.35	0.89		0.79	0.38			0.72			0.92	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 42.9 Intersection LOS: D
 Intersection Capacity Utilization 90.5% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 22: 7th Ave & Osborn Rd



Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖			↖↖↖			↖↖↖	
Traffic Volume (vph)	242	1768	104	155	807	45	3	546	146	5	1995	128
Future Volume (vph)	242	1768	104	155	807	45	3	546	146	5	1995	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	0.99			1.00			0.99			1.00	
Frt		0.992			0.992			0.969			0.991	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5011	0	1770	5030	0	0	4858	0	0	5025	0
Flt Permitted	0.274			0.097				0.846			0.938	
Satd. Flow (perm)	505	5011	0	181	5030	0	0	4110	0	0	4713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			8			62			9	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			2954			2638			959	
Travel Time (s)		10.1			57.5			51.4			18.7	
Confl. Peds. (#/hr)	25		67	67		25	31		49	49		31
Confl. Bikes (#/hr)			1			3			3			3
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	244	1786	105	157	815	45	3	552	147	5	2015	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	1891	0	157	860	0	0	702	0	0	2149	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	12.5	30.5		29.0	29.9		37.5	37.5		37.5	37.5	
Total Split (s)	22.6	42.0		29.0	48.4		49.0	49.0		49.0	49.0	
Total Split (%)	18.8%	35.0%		24.2%	40.3%		40.8%	40.8%		40.8%	40.8%	
Maximum Green (s)	18.6	36.5		25.0	43.5		43.5	43.5		43.5	43.5	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	1.9		1.0	1.3		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.5		4.0	4.9			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)		14.0			14.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	56.6	36.5		67.0	43.5			43.5			43.5	
Actuated g/C Ratio	0.47	0.30		0.56	0.36			0.36			0.36	
v/c Ratio	0.56	1.24		0.36	0.47			0.46			1.25	
Control Delay	20.0	148.8		18.2	30.2			39.5			151.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	20.0	148.8		18.2	30.2			39.5			151.2	
LOS	C	F		B	C			D			F	
Approach Delay		134.1			28.3			39.5			151.2	
Approach LOS		F			C			D			F	
Queue Length 50th (ft)	92	~666		56	184			174			~753	
Queue Length 95th (ft)	141	#765		113	225			219			#854	
Internal Link Dist (ft)		436			2874			2558			879	
Turn Bay Length (ft)	260			200								
Base Capacity (vph)	434	1529		432	1828			1529			1714	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.56	1.24		0.36	0.47			0.46			1.25	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 111.2 Intersection LOS: F
 Intersection Capacity Utilization 102.8% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: 7th Ave & Indian School



Lanes, Volumes, Timings
74: Campbell Ave & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↖↗			↖↗	
Traffic Volume (vph)	5	4	11	91	1	30	10	671	187	114	2121	7
Future Volume (vph)	5	4	11	91	1	30	10	671	187	114	2121	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		120	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.98		0.99	0.97			0.99				1.00
Frt		0.923			0.855			0.968				
Flt Protected		0.988		0.950				0.999				0.997
Satd. Flow (prot)	0	1676	0	1770	1550	0	0	4872	0	0	5069	0
Flt Permitted		0.956		0.744				0.881			0.779	
Satd. Flow (perm)	0	1617	0	1371	1550	0	0	4296	0	0	3960	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			32			167				1
Link Speed (mph)		25			25			35				35
Link Distance (ft)		205			643			670				2612
Travel Time (s)		5.6			17.5			13.1				50.9
Confl. Peds. (#/hr)	6		6	6		6	7		6	6		7
Confl. Bikes (#/hr)			1			4						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	4	12	98	1	32	11	722	201	123	2281	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	98	33	0	0	934	0	0	2412	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA		Perm		NA
Protected Phases		4			4			2				2
Permitted Phases	4			4						2		
Minimum Split (s)	24.8	24.8		24.8	24.8			23.6		23.6		23.6
Total Split (s)	25.0	25.0		25.0	25.0			95.0		95.0		95.0
Total Split (%)	20.8%	20.8%		20.8%	20.8%			79.2%		79.2%		79.2%
Maximum Green (s)	20.2	20.2		20.2	20.2			90.4		90.4		90.4
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6		3.6		3.6
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0		1.0		1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)		4.8		4.8	4.8			4.6				4.6
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0		8.0
Flash Dont Walk (s)	12.0	12.0		12.0	12.0			7.0		7.0		7.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0		0

Lanes, Volumes, Timings
74: Campbell Ave & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)		20.2		20.2	20.2			90.4			90.4	
Actuated g/C Ratio		0.17		0.17	0.17			0.75			0.75	
v/c Ratio		0.07		0.43	0.11			1.20dr			0.81	
Control Delay		26.8		51.2	15.6			16.4			28.2	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		26.8		51.2	15.6			16.4			28.2	
LOS		C		D	B			B			C	
Approach Delay		26.8			42.3			16.4			28.2	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)		6		69	1			158			662	
Queue Length 95th (ft)		29		125	30			199			m617	
Internal Link Dist (ft)		125			563			590			2532	
Turn Bay Length (ft)												
Base Capacity (vph)		282		230	287			1921			2983	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.07		0.43	0.11			0.49			0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 25.5 Intersection LOS: C
 Intersection Capacity Utilization 89.3% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 74: Campbell Ave & 7th Ave



Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1241	170	127	657	21	10	451	123	137	1920	48
Future Volume (vph)	73	1241	170	127	657	21	10	451	123	137	1920	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	360		0	0		0	0		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	1.00
Ped Bike Factor	0.98	0.99		1.00	1.00			0.99			1.00	0.94
Frt		0.982			0.995			0.968				0.850
Flt Protected	0.950			0.950				0.999			0.997	
Satd. Flow (prot)	1770	4968	0	1770	5051	0	0	4891	0	0	5070	1583
Flt Permitted	0.950			0.950				0.861			0.771	
Satd. Flow (perm)	1743	4968	0	1762	5051	0	0	4215	0	0	3919	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			4			69				73
Link Speed (mph)		35			35			35				35
Link Distance (ft)		728			2634			2612				2697
Travel Time (s)		14.2			51.3			50.9				52.5
Confl. Peds. (#/hr)	28		22	22		28	51		14	14		51
Confl. Bikes (#/hr)						3			1			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	76	1293	177	132	684	22	10	470	128	143	2000	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	1470	0	132	706	0	0	608	0	0	2143	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA			NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases										8		8
Minimum Split (s)	10.9	30.1		10.9	30.1			44.0		10.0	44.0	44.0
Total Split (s)	17.6	38.8		15.2	36.4			56.0		10.0	66.0	66.0
Total Split (%)	14.7%	32.3%		12.7%	30.3%			46.7%		8.3%	55.0%	55.0%
Maximum Green (s)	11.7	33.7		9.3	31.3			50.0		5.0	60.0	60.0
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.0	3.6	3.6
All-Red Time (s)	2.9	1.5		2.9	1.5			2.4		2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.9	5.1		5.9	5.1			6.0			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag			Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes		Yes		
Walk Time (s)		8.0			8.0			8.0			8.0	8.0
Flash Dont Walk (s)		17.0			17.0			30.0			30.0	30.0
Pedestrian Calls (#/hr)		0			0			0			0	0

Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

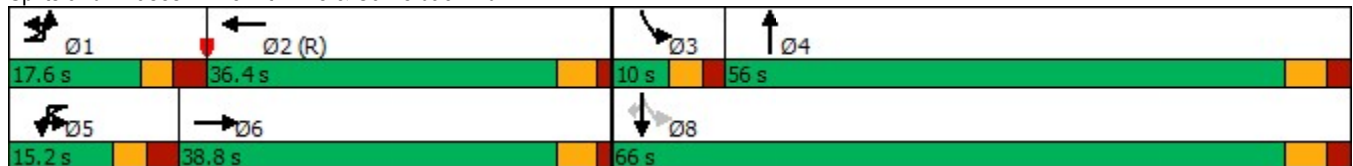
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	11.7	33.7		9.3	31.3			50.0			60.0	60.0
Actuated g/C Ratio	0.10	0.28		0.08	0.26			0.42			0.50	0.50
v/c Ratio	0.44	1.04		0.96	0.53			1.86dr			1.07	0.06
Control Delay	59.8	77.9		123.3	39.6			11.9			88.6	12.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	59.8	77.9		123.3	39.6			11.9			88.6	12.1
LOS	E	E		F	D			B			F	B
Approach Delay		77.0			52.8			11.9			86.9	
Approach LOS		E			D			B			F	
Queue Length 50th (ft)	56	~448		104	171			36			~667	8
Queue Length 95th (ft)	108	#546		#231	214			48			#769	m10
Internal Link Dist (ft)		648			2554			2532			2617	
Turn Bay Length (ft)	360			360								150
Base Capacity (vph)	172	1408		137	1320			1046			1997	780
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.44	1.04		0.96	0.53			0.58			1.07	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 145
 Control Type: Pretimed
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 69.6 Intersection LOS: E
 Intersection Capacity Utilization 125.8% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 78: 7th Ave & Camelback Rd



Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	
Traffic Volume (vph)	64	827	70	133	307	40	10	366	112	14	2002	50
Future Volume (vph)	64	827	70	133	307	40	10	366	112	14	2002	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00			1.00	
Frt		0.988			0.983			0.965			0.996	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	3492	0	1770	3473	0	0	4882	0	0	5063	0
Flt Permitted	0.479			0.106				0.852			0.934	
Satd. Flow (perm)	891	3492	0	197	3473	0	0	4164	0	0	4729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			12			90			4	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		790			2647			2697			2633	
Travel Time (s)		15.4			51.6			52.5			44.9	
Confl. Peds. (#/hr)	2		4	4		2	1		4	4		1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	67	861	73	139	320	42	10	381	117	15	2085	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	934	0	139	362	0	0	508	0	0	2152	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2						8		
Minimum Split (s)	12.5	28.8		12.5	28.8			28.1		24.1	24.1	
Total Split (s)	12.6	41.3		13.7	42.4			65.0		65.0	65.0	
Total Split (%)	10.5%	34.4%		11.4%	35.3%			54.2%		54.2%	54.2%	
Maximum Green (s)	8.6	36.5		9.7	37.6			59.9		59.9	59.9	
Yellow Time (s)	3.0	3.6		3.0	3.6			4.0		4.0	4.0	
All-Red Time (s)	1.0	1.2		1.0	1.2			1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.8		4.0	4.8			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		16.0			16.0			15.0		10.0	10.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020

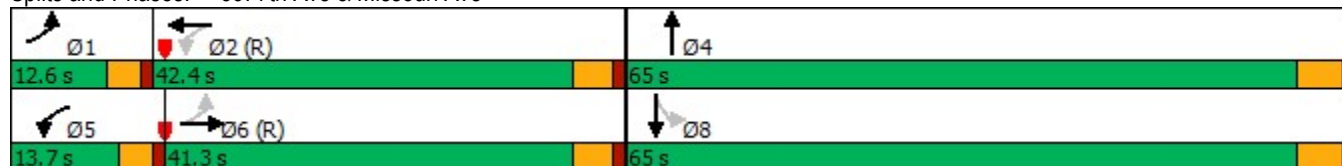


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	45.9	36.5		48.1	37.6			59.9			59.9	
Actuated g/C Ratio	0.38	0.30		0.40	0.31			0.50			0.50	
v/c Ratio	0.17	0.88		0.67	0.33			1.30dr			0.91	
Control Delay	21.9	49.7		40.3	31.5			37.3			55.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	21.9	49.7		40.3	31.5			37.3			55.8	
LOS	C	D		D	C			D			E	
Approach Delay		47.9			33.9			37.3			55.8	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	31	357		66	108			116			629	
Queue Length 95th (ft)	60	#467		#138	151			162			m587	
Internal Link Dist (ft)		710			2567			2617			2553	
Turn Bay Length (ft)	110			150								
Base Capacity (vph)	403	1067		206	1096			1225			2362	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.17	0.88		0.67	0.33			0.41			0.91	

Intersection Summary

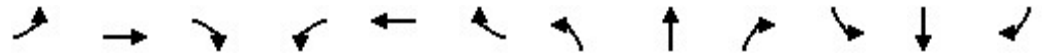
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 49.0 Intersection LOS: D
 Intersection Capacity Utilization 93.5% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 39: 7th Ave & Missouri Ave



Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷		↶	↶↷↸			↶↷↸			↶↷↸	
Traffic Volume (vph)	76	1398	138	117	590	31	10	332	110	24	1834	78
Future Volume (vph)	76	1398	138	117	590	31	10	332	110	24	1834	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor					1.00			1.00			1.00	
Frt		0.987			0.992			0.964			0.994	
Flt Protected	0.950			0.950				0.999			0.999	
Satd. Flow (prot)	1770	3493	0	1770	5041	0	0	4880	0	0	5045	0
Flt Permitted	0.354			0.080				0.805			0.927	
Satd. Flow (perm)	659	3493	0	149	5041	0	0	3933	0	0	4681	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			8			80			6	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		633			1494			2633			2655	
Travel Time (s)		10.8			25.5			44.9			45.3	
Confl. Peds. (#/hr)							6		1	1		6
Confl. Bikes (#/hr)						1			1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	78	1441	142	121	608	32	10	342	113	25	1891	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	1583	0	121	640	0	0	465	0	0	1996	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2						8		
Minimum Split (s)	12.5	26.1		12.5	26.1			25.1		25.1	25.1	
Total Split (s)	12.6	54.8		12.6	54.8			52.6		52.6	52.6	
Total Split (%)	10.5%	45.7%		10.5%	45.7%			43.8%		43.8%	43.8%	
Maximum Green (s)	8.6	49.7		8.6	49.7			47.5		47.5	47.5	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1		5.1	5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		13.0			13.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	59.4	49.7		59.4	49.7			47.5				47.5
Actuated g/C Ratio	0.50	0.41		0.50	0.41			0.40				0.40
v/c Ratio	0.19	1.09		0.64	0.31			1.41dr				1.08
Control Delay	15.3	85.9		35.7	23.8			17.8				85.0
Queue Delay	0.0	0.0		0.0	0.0			0.0				0.0
Total Delay	15.3	85.9		35.7	23.8			17.8				85.0
LOS	B	F		D	C			B				F
Approach Delay		82.6			25.7			17.8				85.0
Approach LOS		F			C			B				F
Queue Length 50th (ft)	29	~725		46	118			47				~609
Queue Length 95th (ft)	54	#866		#114	149			78				#606
Internal Link Dist (ft)		553			1414			2553				2575
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	405	1453		189	2092			892				1856
Starvation Cap Reductn	0	0		0	0			0				0
Spillback Cap Reductn	0	0		0	0			0				0
Storage Cap Reductn	0	0		0	0			0				0
Reduced v/c Ratio	0.19	1.09		0.64	0.31			0.52				1.08

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 68.6 Intersection LOS: E
 Intersection Capacity Utilization 115.6% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 82: 7th Ave & Bethany Home Rd



Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	260	64	88	132	58	3	372	107	26	1885	39
Future Volume (vph)	31	260	64	88	132	58	3	372	107	26	1885	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00	0.99			0.99			1.00	
Frt		0.970			0.954			0.967				0.997
Flt Protected	0.950			0.950								0.999
Satd. Flow (prot)	1770	1800	0	1770	1766	0	0	4861	0	0	5062	0
Flt Permitted	0.545			0.351				0.926			0.925	
Satd. Flow (perm)	1012	1800	0	652	1766	0	0	4501	0	0	4686	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			20			106				4
Link Speed (mph)		35			35			40				40
Link Distance (ft)		693			2670			2655				2650
Travel Time (s)		13.5			52.0			45.3				45.2
Confl. Peds. (#/hr)	3		4	4		3	2		7	7		2
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	33	277	68	94	140	62	3	396	114	28	2005	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	345	0	94	202	0	0	513	0	0	2074	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1				1
Permitted Phases	2			2			1			1		
Minimum Split (s)	24.9	24.9		24.9	24.9		24.0	24.0		24.0	24.0	
Total Split (s)	44.0	44.0		44.0	44.0		76.0	76.0		76.0	76.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	
Maximum Green (s)	39.1	39.1		39.1	39.1		71.0	71.0		71.0	71.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		5.0	5.0		5.0	5.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	39.1	39.1		39.1	39.1			71.0			71.0	
Actuated g/C Ratio	0.33	0.33		0.33	0.33			0.59			0.59	
v/c Ratio	0.10	0.58		0.44	0.34			0.19			0.75	
Control Delay	29.4	37.3		40.0	29.5			11.1			32.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	29.4	37.3		40.0	29.5			11.1			32.8	
LOS	C	D		D	C			B			C	
Approach Delay		36.6			32.8			11.1			32.8	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	18	215		57	106			65			437	
Queue Length 95th (ft)	43	315		113	172			79			m419	
Internal Link Dist (ft)		613			2590			2575			2570	
Turn Bay Length (ft)	130			150								
Base Capacity (vph)	329	593		212	588			2706			2774	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.58		0.44	0.34			0.19			0.75	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 29.9 Intersection LOS: C
 Intersection Capacity Utilization 89.4% ICU Level of Service E
 Analysis Period (min) 15

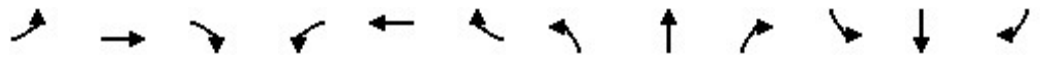
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 84: 7th Ave & Maryland Ave



Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕		↙	↕			↕			↕	
Traffic Volume (vph)	39	1294	98	162	607	75	1	303	138	13	1791	49
Future Volume (vph)	39	1294	98	162	607	75	1	303	138	13	1791	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00			1.00	
Frt		0.989			0.983			0.953			0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3496	0	1770	4990	0	0	4826	0	0	5063	0
Flt Permitted	0.332			0.076				0.905			0.935	
Satd. Flow (perm)	618	3496	0	142	4990	0	0	4367	0	0	4734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			23			114			4	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		524			2657			2650			5297	
Travel Time (s)		8.9			45.3			45.2			90.3	
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	42	1391	105	174	653	81	1	326	148	14	1926	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	1496	0	174	734	0	0	475	0	0	1993	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Minimum Split (s)	9.5	25.1		9.5	25.1		25.1	25.1		25.1	25.1	
Total Split (s)	9.6	54.6		12.4	57.4		53.0	53.0		53.0	53.0	
Total Split (%)	8.0%	45.5%		10.3%	47.8%		44.2%	44.2%		44.2%	44.2%	
Maximum Green (s)	5.6	49.5		8.4	52.3		47.9	47.9		47.9	47.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		12.0			12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	56.2	49.5		61.8	52.3			47.9			47.9	

Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.47	0.41		0.52	0.44			0.40			0.40	
v/c Ratio	0.12	1.03		0.93	0.34			0.26			1.05	
Control Delay	15.0	67.9		76.5	22.1			8.8			67.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	15.0	67.9		76.5	22.1			8.8			67.1	
LOS	B	E		E	C			A			E	
Approach Delay		66.5			32.6			8.8			67.1	
Approach LOS		E			C			A			E	
Queue Length 50th (ft)	15	~654		83	130			49			~633	
Queue Length 95th (ft)	34	#795		#224	163			70			#732	
Internal Link Dist (ft)		444			2577			2570			5217	
Turn Bay Length (ft)	260			140								
Base Capacity (vph)	343	1446		187	2187			1811			1892	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.12	1.03		0.93	0.34			0.26			1.05	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 120
 Control Type: Pretimed
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 54.9
 Intersection LOS: D
 Intersection Capacity Utilization 104.4%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 86: 7th Ave & Glendale Ave



Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	1048	81	227	882	131	1	336	125	10	1327	26
Future Volume (vph)	54	1048	81	227	882	131	1	336	125	10	1327	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	220		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00						1.00		1.00	1.00	
Frt		0.989			0.981			0.959			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3496	0	1770	4989	0	1770	4853	0	1770	5069	0
Flt Permitted	0.244			0.077			0.102			0.412		
Satd. Flow (perm)	455	3496	0	143	4989	0	190	4853	0	765	5069	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			33			84			3	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		683			2659			5297			250	
Travel Time (s)		11.6			45.3			90.3			4.3	
Confl. Peds. (#/hr)			2	2			2		4	4		2
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	59	1152	89	249	969	144	1	369	137	11	1458	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	1241	0	249	1113	0	1	506	0	11	1487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	25.1		9.5	25.1		29.5	29.5		29.5	29.5	
Total Split (s)	9.9	53.0		22.4	65.5		44.6	44.6		44.6	44.6	
Total Split (%)	8.3%	44.2%		18.7%	54.6%		37.2%	37.2%		37.2%	37.2%	
Maximum Green (s)	5.9	47.9		18.4	60.4		39.1	39.1		39.1	39.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		12.0			12.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

09/16/2020

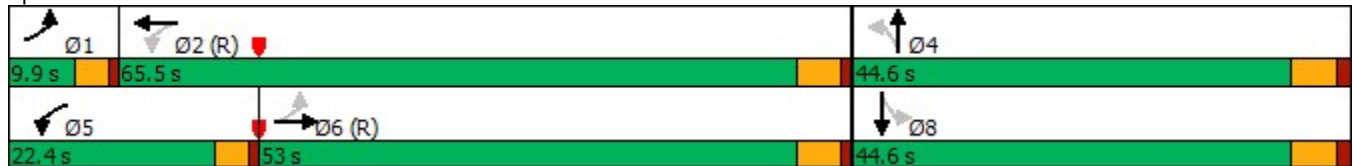


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	54.9	47.9		71.4	60.4		39.1	39.1		39.1	39.1	
Actuated g/C Ratio	0.46	0.40		0.60	0.50		0.33	0.33		0.33	0.33	
v/c Ratio	0.22	0.89		0.75	0.44		0.02	0.31		0.04	0.90	
Control Delay	13.5	42.4		42.4	19.1		28.0	21.1		28.5	47.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.5	42.4		42.4	19.1		28.0	21.1		28.5	47.0	
LOS	B	D		D	B		C	C		C	D	
Approach Delay		41.1			23.3			21.1			46.9	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	18	461		131	189		0	75		6	400	
Queue Length 95th (ft)	36	#563		#246	226		m2	101		20	465	
Internal Link Dist (ft)		603			2579			5217			170	
Turn Bay Length (ft)	220			220			150			150		
Base Capacity (vph)	272	1400		334	2527		61	1637		249	1653	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.89		0.75	0.44		0.02	0.31		0.04	0.90	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 35.6
 Intersection LOS: D
 Intersection Capacity Utilization 82.5%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 88: 7th Ave & Northern Ave



Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	450	89	334	1485	193	197	1623	168	113	965	60
Future Volume (vph)	111	450	89	334	1485	193	197	1623	168	113	965	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	235		0	150		0	260		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99		0.99	1.00			0.99			1.00	
Frt		0.975			0.983			0.986			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3426	0	1770	4975	0	1770	4988	0	1770	5030	0
Flt Permitted	0.127			0.255			0.112			0.115		
Satd. Flow (perm)	236	3426	0	470	4975	0	209	4988	0	214	5030	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			22			16			8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1311			2676			560			354	
Travel Time (s)		25.5			52.1			10.9			6.9	
Confl. Peds. (#/hr)	21		21	21		21	12		26	26		12
Confl. Bikes (#/hr)			3			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	113	459	91	341	1515	197	201	1656	171	115	985	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	550	0	341	1712	0	201	1827	0	115	1046	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	31.2		12.5	31.2		9.5	26.9		9.5	26.9	
Total Split (s)	10.0	36.7		23.6	50.3		20.0	49.3		10.4	39.7	
Total Split (%)	8.3%	30.6%		19.7%	41.9%		16.7%	41.1%		8.7%	33.1%	
Maximum Green (s)	6.0	31.5		20.6	45.1		16.0	44.4		6.4	34.8	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	1.6		0.0	1.6		1.0	1.3		1.0	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.2		3.0	5.2		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		18.0			18.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
8: 7th Ave & McDowell Rd

09/16/2020

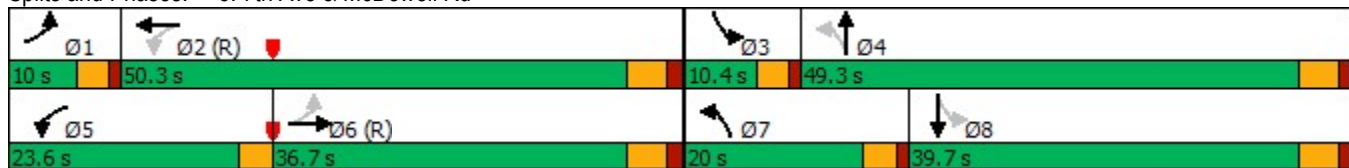


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	38.7	31.5		57.3	45.1		55.7	44.4		42.1	34.8	
Actuated g/C Ratio	0.32	0.26		0.48	0.38		0.46	0.37		0.35	0.29	
v/c Ratio	0.74	0.60		0.76	0.91		0.66	0.98		0.73	0.71	
Control Delay	51.2	40.6		32.8	43.4		34.4	55.0		32.9	38.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.2	40.6		32.8	43.4		34.4	55.0		32.9	38.0	
LOS	D	D		C	D		C	D		C	D	
Approach Delay		42.4			41.6			52.9			37.5	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	48	190		166	451		92	506		46	224	
Queue Length 95th (ft)	#125	250		#255	521		173	#626		m33	m137	
Internal Link Dist (ft)		1231			2596			480			274	
Turn Bay Length (ft)	250			235			150			260		
Base Capacity (vph)	152	913		447	1883		305	1855		158	1464	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.74	0.60		0.76	0.91		0.66	0.98		0.73	0.71	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 105
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 44.8 Intersection LOS: D
 Intersection Capacity Utilization 96.8% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: 7th Ave & McDowell Rd



Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	26	22	51	133	10	22	1927	7	10	1153	55
Future Volume (vph)	50	26	22	51	133	10	22	1927	7	10	1153	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		0.99	1.00			1.00			1.00	
Frt		0.932			0.989			0.999			0.993	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	1721	0	1770	1840	0	0	6395	0	0	3510	0
Flt Permitted	0.563			0.724				0.903			0.910	
Satd. Flow (perm)	1046	1721	0	1340	1840	0	0	5780	0	0	3194	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			3			1			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		577			578			2273			2676	
Travel Time (s)		15.7			15.8			44.3			52.1	
Confl. Peds. (#/hr)	2		4	4		2	2					2
Confl. Bikes (#/hr)						3			2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	28	23	54	141	11	23	2050	7	11	1227	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	51	0	54	152	0	0	2080	0	0	1297	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			4		1	2			2	
Permitted Phases	4			4			2					
Minimum Split (s)	25.8	25.8		25.8	25.8		9.5	23.6			23.6	
Total Split (s)	31.0	31.0		31.0	31.0		9.5	79.5			79.5	
Total Split (%)	25.8%	25.8%		25.8%	25.8%		7.9%	66.3%			66.3%	
Maximum Green (s)	26.2	26.2		26.2	26.2		5.5	74.9			74.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6			4.6	
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			8.0			8.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

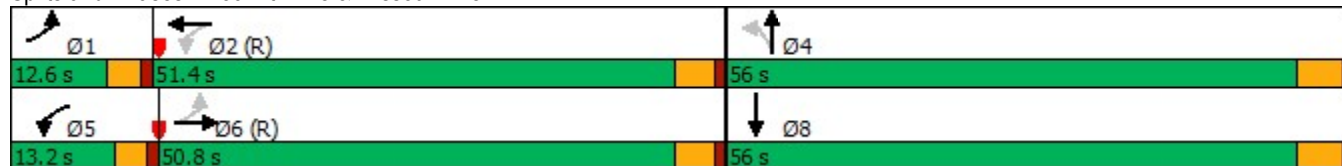
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	55.4	46.0		56.6	46.6			50.9			50.9	
Actuated g/C Ratio	0.46	0.38		0.47	0.39			0.42			0.42	
v/c Ratio	0.30	0.33		0.33	0.89			0.89			4.50dr	
Control Delay	19.9	26.3		18.7	43.1			52.7			144.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	19.9	26.3		18.7	43.1			52.7			144.3	
LOS	B	C		B	D			D			F	
Approach Delay		25.6			40.4			52.7			144.3	
Approach LOS		C			D			D			F	
Queue Length 50th (ft)	22	123		61	447			469			~267	
Queue Length 95th (ft)	45	166		100	#550			m491			m#341	
Internal Link Dist (ft)		710			1244			2617			2553	
Turn Bay Length (ft)	110			150								
Base Capacity (vph)	190	1341		443	1356			2496			459	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.30	0.33		0.33	0.89			0.89			1.20	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 120
 Control Type: Pretimed
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 57.1 Intersection LOS: E
 Intersection Capacity Utilization 90.0% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 39: 7th Ave & Missouri Ave



Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Volume (vph)	130	658	57	294	1524	171	2	1919	119	1	866	184
Future Volume (vph)	130	658	57	294	1524	171	2	1919	119	1	866	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	180		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			0.99	
Frt		0.988			0.985			0.991			0.974	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	4988	0	0	6335	0	0	3430	0
Flt Permitted	0.103			0.193				0.932			0.953	
Satd. Flow (perm)	192	3487	0	358	4988	0	0	5904	0	0	3269	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			19			13			25	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		610			1406			2676			1147	
Travel Time (s)		11.9			27.4			52.1			22.3	
Confl. Peds. (#/hr)	18		12	12		18	11		16	16		11
Confl. Bikes (#/hr)			3			3			7			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	134	678	59	303	1571	176	2	1978	123	1	893	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	737	0	303	1747	0	0	2103	0	0	1084	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	27.1		9.5	27.1		28.2	28.2		28.2	28.2	
Total Split (s)	12.0	44.0		22.0	54.0		54.0	54.0		54.0	54.0	
Total Split (%)	10.0%	36.7%		18.3%	45.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	9.0	38.9		19.0	48.9		48.8	48.8		48.8	48.8	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.1		3.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
18: 7th Ave & Thomas Rd

09/16/2020

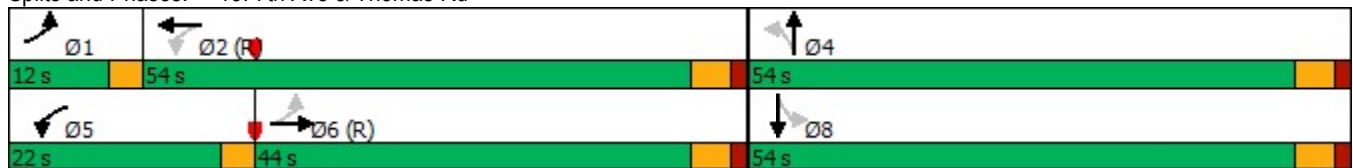


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	50.0	38.9		63.0	48.9			48.8			48.8	
Actuated g/C Ratio	0.42	0.32		0.52	0.41			0.41			0.41	
v/c Ratio	0.68	0.65		0.74	0.86			0.87			0.81	
Control Delay	39.5	37.5		29.4	37.1			13.7			40.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	39.5	37.5		29.4	37.1			13.7			40.4	
LOS	D	D		C	D			B			D	
Approach Delay		37.8			36.0			13.7			40.4	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)	51	253		130	440			69			108	
Queue Length 95th (ft)	#131	322		#217	508			127			125	
Internal Link Dist (ft)		530			1326			2596			1067	
Turn Bay Length (ft)	200			180								
Base Capacity (vph)	198	1135		411	2043			2408			1344	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.68	0.65		0.74	0.86			0.87			0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 29.4
 Intersection LOS: C
 Intersection Capacity Utilization 83.8%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: 7th Ave & Thomas Rd



Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	254	272	2223	49	5	821
Future Volume (vph)	254	272	2223	49	5	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	220		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.86	0.86	0.95	0.95
Ped Bike Factor	0.99	0.98	1.00			
Frt		0.850	0.997			
Flt Protected	0.950					
Satd. Flow (prot)	1770	1583	6383	0	0	3539
Flt Permitted	0.950					0.928
Satd. Flow (perm)	1745	1558	6383	0	0	3284
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		5	6			
Link Speed (mph)	30		35			35
Link Distance (ft)	631		1147			1520
Travel Time (s)	14.3		22.3			29.6
Confl. Peds. (#/hr)	8	2		7	7	
Confl. Bikes (#/hr)		1		6		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	257	275	2245	49	5	829
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	275	2294	0	0	834
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	4		2			2
Permitted Phases		4			2	
Minimum Split (s)	25.8	25.8	24.9		24.9	24.9
Total Split (s)	45.0	45.0	75.0		75.0	75.0
Total Split (%)	37.5%	37.5%	62.5%		62.5%	62.5%
Maximum Green (s)	40.2	40.2	70.1		70.1	70.1
Yellow Time (s)	3.0	3.0	3.6		3.6	3.6
All-Red Time (s)	1.8	1.8	1.3		1.3	1.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.8	4.8	4.9			4.9
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	8.0	8.0	8.0		8.0	8.0
Flash Dont Walk (s)	13.0	13.0	12.0		12.0	12.0
Pedestrian Calls (#/hr)	0	0	0		0	0

Lanes, Volumes, Timings
69: Encanto Blvd & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	26.2	26.2		26.2	26.2			79.8			74.9	
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.66			0.62	
v/c Ratio	0.23	0.13		0.18	0.38			0.54			7.38dr	
Control Delay	41.9	24.8		40.3	42.3			12.1			249.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	41.9	24.8		40.3	42.3			12.1			249.3	
LOS	D	C		D	D			B			F	
Approach Delay		33.5			41.8			12.1			249.3	
Approach LOS		C			D			B			F	
Queue Length 50th (ft)	34	17		34	99			258			~745	
Queue Length 95th (ft)	73	52		72	164			m291			#887	
Internal Link Dist (ft)		497			498			2193			2596	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	228	393		292	404			3869			873	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.23	0.13		0.18	0.38			0.54			1.49	

Intersection Summary

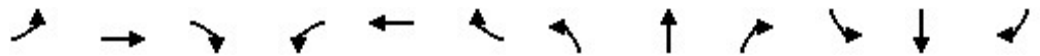
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.49
 Intersection Signal Delay: 97.8 Intersection LOS: F
 Intersection Capacity Utilization 76.5% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 69: Encanto Blvd & 7th Ave



Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd

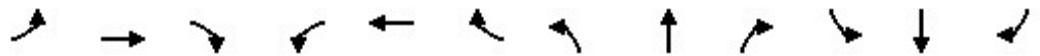
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	382	38	188	837	79	3	2215	121	10	653	134
Future Volume (vph)	175	382	38	188	837	79	3	2215	121	10	653	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		1.00		0.99	1.00			1.00			0.99	
Frt		0.987			0.987			0.992			0.975	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	3481	0	1770	3477	0	0	6339	0	0	3413	0
Flt Permitted	0.109			0.426				0.932			0.860	
Satd. Flow (perm)	203	3481	0	784	3477	0	0	5908	0	0	2938	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			9			12			26	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		633			2757			1520			2638	
Travel Time (s)		12.3			53.7			29.6			51.4	
Confl. Peds. (#/hr)	23		14	14		23	26		23	23		26
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	177	386	38	190	845	80	3	2237	122	10	660	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	424	0	190	925	0	0	2362	0	0	805	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	9.5	24.9		9.5	27.9		24.9	24.9			24.9	
Total Split (s)	16.0	44.4		15.6	44.0		60.0	60.0			60.0	
Total Split (%)	13.3%	37.0%		13.0%	36.7%		50.0%	50.0%			50.0%	
Maximum Green (s)	12.0	39.5		11.6	39.1		55.1	55.1			55.1	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.3	1.3			1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		12.0			12.0		12.0	12.0			12.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
22: 7th Ave & Osborn Rd

09/16/2020

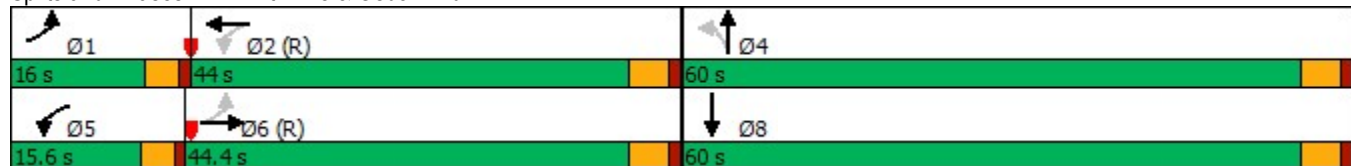


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	52.4	39.5		51.6	39.1			55.1			55.1	
Actuated g/C Ratio	0.44	0.33		0.43	0.33			0.46			0.46	
v/c Ratio	0.72	0.37		0.44	0.81			0.87			5.19dr	
Control Delay	41.0	31.2		22.8	43.5			25.4			258.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	41.0	31.2		22.8	43.5			25.4			258.2	
LOS	D	C		C	D			C			F	
Approach Delay		34.1			40.0			25.4			258.2	
Approach LOS		C			D			C			F	
Queue Length 50th (ft)	79	128		86	341			67			~445	
Queue Length 95th (ft)	#176	174		136	424			71			m180	
Internal Link Dist (ft)		553			2677			1440			2558	
Turn Bay Length (ft)	150			150								
Base Capacity (vph)	245	1151		432	1138			2719			536	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.72	0.37		0.44	0.81			0.87			1.50	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 100
 Control Type: Pretimed
 Maximum v/c Ratio: 1.50
 Intersection Signal Delay: 68.2 Intersection LOS: E
 Intersection Capacity Utilization 83.2% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 22: 7th Ave & Osborn Rd



Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	954	66	103	1592	139	8	2186	209	10	638	145
Future Volume (vph)	180	954	66	103	1592	139	8	2186	209	10	638	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	200		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			0.99			0.99	
Frt		0.990			0.988			0.987			0.973	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	4995	0	1770	5003	0	0	6287	0	0	3410	0
Flt Permitted	0.140			0.121				0.929			0.807	
Satd. Flow (perm)	261	4995	0	225	5003	0	0	5841	0	0	2755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			13			22			28	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			1477			2638			959	
Travel Time (s)		10.1			28.8			51.4			18.7	
Confl. Peds. (#/hr)	25		67	67		25	31		49	49		31
Confl. Bikes (#/hr)			1			3			3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	184	973	67	105	1624	142	8	2231	213	10	651	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1040	0	105	1766	0	0	2452	0	0	809	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	12.5	30.5		29.0	29.9		37.5	37.5			37.5	
Total Split (s)	14.0	34.0		29.0	49.0		57.0	57.0			57.0	
Total Split (%)	11.7%	28.3%		24.2%	40.8%		47.5%	47.5%			47.5%	
Maximum Green (s)	10.0	28.5		25.0	44.1		51.5	51.5			51.5	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6			3.6	
All-Red Time (s)	1.0	1.9		1.0	1.3		1.9	1.9			1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.5		4.0	4.9			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		11.0	11.0			11.0	
Flash Dont Walk (s)		14.0			14.0		21.0	21.0			21.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
26: 7th Ave & Indian School

09/16/2020

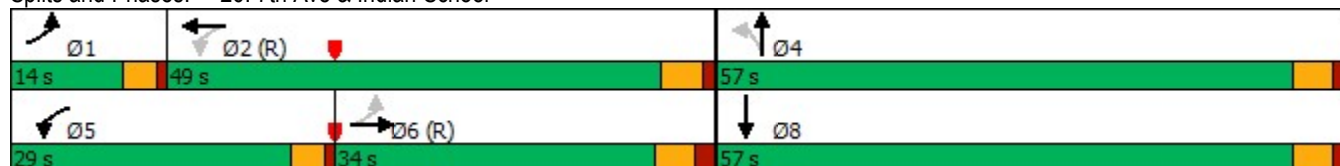


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	40.0	28.5		59.0	44.1			51.5				51.5
Actuated g/C Ratio	0.33	0.24		0.49	0.37			0.43				0.43
v/c Ratio	0.87	0.87		0.24	0.96			0.97				5.29dr
Control Delay	64.1	52.9		18.0	50.0			61.0				434.1
Queue Delay	0.0	0.0		0.0	0.0			0.0				0.0
Total Delay	64.1	52.9		18.0	50.0			61.0				434.1
LOS	E	D		B	D			E				F
Approach Delay		54.6			48.2			61.0				434.1
Approach LOS		D			D			E				F
Queue Length 50th (ft)	87	283		43	482			582				~503
Queue Length 95th (ft)	#219	#342		75	#593			#645				m#517
Internal Link Dist (ft)		436			1397			2558				879
Turn Bay Length (ft)	260			200								
Base Capacity (vph)	212	1192		432	1846			2519				425
Starvation Cap Reductn	0	0		0	0			0				0
Spillback Cap Reductn	0	0		0	0			0				0
Storage Cap Reductn	0	0		0	0			0				0
Reduced v/c Ratio	0.87	0.87		0.24	0.96			0.97				1.90

Intersection Summary

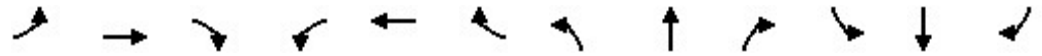
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.90
 Intersection Signal Delay: 103.5 Intersection LOS: F
 Intersection Capacity Utilization 96.9% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 26: 7th Ave & Indian School



Lanes, Volumes, Timings
74: Campbell Ave & 7th Ave

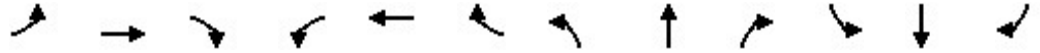
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘			↔			↕	
Traffic Volume (vph)	11	5	13	43	9	123	10	2516	56	10	779	18
Future Volume (vph)	11	5	13	43	9	123	10	2516	56	10	779	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		120	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		0.98		0.98	0.98			1.00			1.00	
Frt		0.939			0.861			0.997			0.997	
Flt Protected		0.981		0.950							0.999	
Satd. Flow (prot)	0	1693	0	1770	1570	0	0	6385	0	0	3521	0
Flt Permitted		0.891		0.737				0.928			0.855	
Satd. Flow (perm)	0	1533	0	1352	1570	0	0	5925	0	0	3013	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			6			9			5	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		205			643			670			2612	
Travel Time (s)		5.6			17.5			13.1			50.9	
Confl. Peds. (#/hr)	5		9	9		5	9		2	2		9
Confl. Bikes (#/hr)			2			2			1			3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	5	14	46	10	132	11	2705	60	11	838	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	46	142	0	0	2776	0	0	868	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2					
Minimum Split (s)	24.8	24.8		24.8	24.8		23.6	23.6			23.6	
Total Split (s)	29.0	29.0		29.0	29.0		91.0	91.0			91.0	
Total Split (%)	24.2%	24.2%		24.2%	24.2%		75.8%	75.8%			75.8%	
Maximum Green (s)	24.2	24.2		24.2	24.2		86.4	86.4			86.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0			1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		4.8		4.8	4.8			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0			8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		7.0	7.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	

Lanes, Volumes, Timings
74: Campbell Ave & 7th Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)		24.2		24.2	24.2			86.4			86.4	
Actuated g/C Ratio		0.20		0.20	0.20			0.72			0.72	
v/c Ratio		0.10		0.17	0.44			0.65			3.80dl	
Control Delay		26.4		41.6	45.2			28.9			26.9	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		26.4		41.6	45.2			28.9			26.9	
LOS		C		D	D			C			C	
Approach Delay		26.4			44.3			28.9			26.9	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		11		30	93			605			377	
Queue Length 95th (ft)		38		65	158			m629			m271	
Internal Link Dist (ft)		125			563			590			2532	
Turn Bay Length (ft)												
Base Capacity (vph)		320		272	321			4268			874	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.10		0.17	0.44			0.65			0.99	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 29.2 Intersection LOS: C
 Intersection Capacity Utilization 68.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 74: Campbell Ave & 7th Ave



Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	879	81	143	1339	83	233	1924	227	10	604	71
Future Volume (vph)	76	879	81	143	1339	83	233	1924	227	10	604	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	360		0	0		0	0		150
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	0.95	0.95	1.00
Ped Bike Factor	0.99	1.00		0.99	1.00		0.99	1.00			1.00	0.94
Frt		0.987			0.991			0.984				0.850
Flt Protected	0.950			0.950			0.950				0.999	
Satd. Flow (prot)	1770	4999	0	1770	5016	0	1770	4990	0	0	3536	1583
Flt Permitted	0.950			0.950			0.247				0.870	
Satd. Flow (perm)	1754	4999	0	1755	5016	0	453	4990	0	0	3079	1494
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			8			25				118
Link Speed (mph)		35			35			35				35
Link Distance (ft)		728			1317			2612				2697
Travel Time (s)		14.2			25.7			50.9				52.5
Confl. Peds. (#/hr)	45		22	22		45	47		12	12		47
Confl. Bikes (#/hr)			5			4			6			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	78	897	83	146	1366	85	238	1963	232	10	616	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	980	0	146	1451	0	238	2195	0	0	626	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		pm+pt	NA			NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases							4					8
Minimum Split (s)	10.9	30.1		10.9	30.1		24.0	44.0			44.0	44.0
Total Split (s)	12.2	34.8		17.2	39.8		24.0	68.0			44.0	44.0
Total Split (%)	10.2%	29.0%		14.3%	33.2%		20.0%	56.7%			36.7%	36.7%
Maximum Green (s)	6.3	29.7		11.3	34.7		19.0	62.0			38.0	38.0
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	3.6			3.6	3.6
All-Red Time (s)	2.9	1.5		2.9	1.5		2.0	2.4			2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.9	5.1		5.9	5.1		5.0	6.0			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead				Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Walk Time (s)		8.0			8.0			8.0			8.0	8.0
Flash Dont Walk (s)		17.0			17.0			30.0			30.0	30.0
Pedestrian Calls (#/hr)		0			0			0			0	0

Lanes, Volumes, Timings
72: 7th Ave & Earll Dr

09/16/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Act Effect Green (s)	40.2	40.2	70.1			70.1
Actuated g/C Ratio	0.34	0.34	0.58			0.58
v/c Ratio	0.43	0.52	0.61			0.43
Control Delay	33.9	35.9	39.2			23.0
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	33.9	35.9	39.2			23.0
LOS	C	D	D			C
Approach Delay	34.9		39.2			23.0
Approach LOS	C		D			C
Queue Length 50th (ft)	154	168	476			301
Queue Length 95th (ft)	233	256	519			m212
Internal Link Dist (ft)	551		1067			1440
Turn Bay Length (ft)		220				
Base Capacity (vph)	592	525	3731			1918
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.43	0.52	0.61			0.43

Intersection Summary

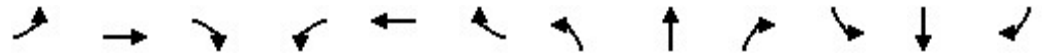
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 55
 Control Type: Pretimed
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 34.9
 Intersection LOS: C
 Intersection Capacity Utilization 58.6%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 72: 7th Ave & Earll Dr



Lanes, Volumes, Timings
39: 7th Ave & Missouri Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	378	42	139	1006	123	14	1920	159	10	458	51
Future Volume (vph)	54	378	42	139	1006	123	14	1920	159	10	458	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	150		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			1.00	
Frt		0.985			0.984			0.989				0.985
Flt Protected	0.950			0.950								0.999
Satd. Flow (prot)	1770	3479	0	1770	3473	0	0	6329	0	0	3476	0
Flt Permitted	0.087			0.420				0.926			0.824	
Satd. Flow (perm)	162	3479	0	780	3473	0	0	5861	0	0	2867	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			13			18			12	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		790			1324			2697			2633	
Travel Time (s)		15.4			25.8			52.5			44.9	
Confl. Peds. (#/hr)	9		4	4		9	4		3	3		4
Confl. Bikes (#/hr)			2			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	402	45	148	1070	131	15	2043	169	11	487	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	447	0	148	1201	0	0	2227	0	0	552	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	12.5	28.8		12.5	28.8		28.1	28.1			24.1	
Total Split (s)	12.6	50.8		13.2	51.4		56.0	56.0			56.0	
Total Split (%)	10.5%	42.3%		11.0%	42.8%		46.7%	46.7%			46.7%	
Maximum Green (s)	8.6	46.0		9.2	46.6		50.9	50.9			50.9	
Yellow Time (s)	3.0	3.6		3.0	3.6		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.2		1.0	1.2		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.8		4.0	4.8			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		16.0			16.0		15.0	15.0			10.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
78: 7th Ave & Camelback Rd

09/16/2020

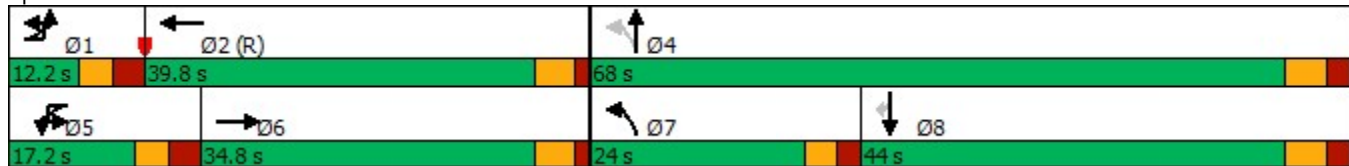


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	6.3	29.7		11.3	34.7		63.0	62.0			38.0	38.0
Actuated g/C Ratio	0.05	0.25		0.09	0.29		0.52	0.52			0.32	0.32
v/c Ratio	0.85	0.79		0.88	1.00		0.53	0.85			1.55	0.13
Control Delay	115.6	47.0		98.0	65.3		17.1	9.8			288.6	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	115.6	47.0		98.0	65.3		17.1	9.8			288.6	9.1
LOS	F	D		F	E		B	A			F	A
Approach Delay		52.0			68.3			10.5			259.8	
Approach LOS		D			E			B			F	
Queue Length 50th (ft)	61	258		114	409		32	86			~370	0
Queue Length 95th (ft)	#154	311		#236	#523		110	168			m#342	m5
Internal Link Dist (ft)		648			1237			2532			2617	
Turn Bay Length (ft)	360			360								150
Base Capacity (vph)	92	1246		166	1456		446	2590			405	553
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.85	0.79		0.88	1.00		0.53	0.85			1.55	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.55
 Intersection Signal Delay: 64.1 Intersection LOS: E
 Intersection Capacity Utilization 125.3% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 78: 7th Ave & Camelback Rd



Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	855	66	95	1294	154	20	1763	240	10	359	82
Future Volume (vph)	99	855	66	95	1294	154	20	1763	240	10	359	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	200		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.989			0.984			0.982			0.973	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	3495	0	1770	4995	0	0	6278	0	0	3431	0
Flt Permitted	0.089			0.148				0.924			0.863	
Satd. Flow (perm)	166	3495	0	276	4995	0	0	5801	0	0	2964	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			20			35			28	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		633			747			2633			2655	
Travel Time (s)		10.8			12.7			44.9			45.3	
Confl. Peds. (#/hr)	3		6	6		3	1		4	4		1
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	101	872	67	97	1320	157	20	1799	245	10	366	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	939	0	97	1477	0	0	2064	0	0	460	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	12.5	26.1		12.5	26.1		25.1	25.1			25.1	
Total Split (s)	14.0	50.2		13.8	50.0		56.0	56.0			56.0	
Total Split (%)	11.7%	41.8%		11.5%	41.7%		46.7%	46.7%			46.7%	
Maximum Green (s)	10.0	45.1		9.8	44.9		50.9	50.9			50.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		13.0			13.0		12.0	12.0			12.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
82: 7th Ave & Bethany Home Rd

09/16/2020

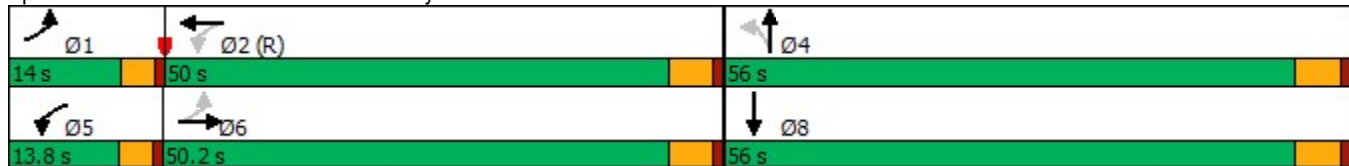


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	56.2	45.1		55.8	44.9			50.9			50.9	
Actuated g/C Ratio	0.47	0.38		0.46	0.37			0.42			0.42	
v/c Ratio	0.48	0.71		0.39	0.79			0.83			3.00dr	
Control Delay	25.5	35.3		20.7	36.5			56.5			70.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	25.5	35.3		20.7	36.5			56.5			70.3	
LOS	C	D		C	D			E			E	
Approach Delay		34.3			35.5			56.5			70.3	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	40	320		39	363			418			180	
Queue Length 95th (ft)	80	397		69	423			460			#280	
Internal Link Dist (ft)		553			667			2553			2575	
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	211	1318		250	1881			2480			509	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.48	0.71		0.39	0.79			0.83			0.90	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 46.8
 Intersection LOS: D
 Intersection Capacity Utilization 90.3%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 82: 7th Ave & Bethany Home Rd



Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	127	24	47	302	85	14	1902	72	10	386	35
Future Volume (vph)	15	127	24	47	302	85	14	1902	72	10	386	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt		0.976			0.967			0.995			0.988	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	1814	0	1770	1795	0	0	6371	0	0	3483	0
Flt Permitted	0.355			0.630				0.927			0.858	
Satd. Flow (perm)	660	1814	0	1172	1795	0	0	5906	0	0	2992	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			5			9			11	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		693			1335			2655			2650	
Travel Time (s)		13.5			26.0			45.3			45.2	
Confl. Peds. (#/hr)	2		1	1		2	3					3
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	134	25	49	318	89	15	2002	76	11	406	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	159	0	49	407	0	0	2093	0	0	454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1					
Minimum Split (s)	24.9	24.9		24.9	24.9		24.0	24.0			24.0	
Total Split (s)	54.0	54.0		54.0	54.0		66.0	66.0			66.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%			55.0%	
Maximum Green (s)	49.1	49.1		49.1	49.1		61.0	61.0			61.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.0	4.0			4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0			8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		5.0	5.0			5.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	

Lanes, Volumes, Timings
84: 7th Ave & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	49.1	49.1		49.1	49.1			61.0			61.0	
Actuated g/C Ratio	0.41	0.41		0.41	0.41			0.51			0.51	
v/c Ratio	0.06	0.21		0.10	0.55			0.70			3.36dl	
Control Delay	22.5	22.5		22.7	30.2			29.1			34.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	22.5	22.5		22.7	30.2			29.1			34.0	
LOS	C	C		C	C			C			C	
Approach Delay		22.5			29.4			29.1			34.0	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	7	74		23	234			287			134	
Queue Length 95th (ft)	23	123		50	336			340			m167	
Internal Link Dist (ft)		613			1255			2575			2570	
Turn Bay Length (ft)	130			150								
Base Capacity (vph)	270	747		479	737			3006			611	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.06	0.21		0.10	0.55			0.70			0.74	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 29.5 Intersection LOS: C
 Intersection Capacity Utilization 75.8% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 84: 7th Ave & Maryland Ave



Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	839	48	90	1499	134	57	1589	254	10	315	90
Future Volume (vph)	47	839	48	90	1499	134	57	1589	254	10	315	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00				
Frt		0.992			0.988			0.980				0.967
Flt Protected	0.950			0.950				0.999				0.999
Satd. Flow (prot)	1770	3508	0	1770	5017	0	0	6263	0	0	3419	0
Flt Permitted	0.087			0.145				0.894				0.852
Satd. Flow (perm)	162	3508	0	270	5017	0	0	5605	0	0	2916	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			15			40				36
Link Speed (mph)		40			40			40				40
Link Distance (ft)		524			1329			2650				5297
Travel Time (s)		8.9			22.7			45.2				90.3
Confl. Peds. (#/hr)	3		2	2		3						
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	883	51	95	1578	141	60	1673	267	11	332	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	934	0	95	1719	0	0	2000	0	0	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA				NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2			4					
Minimum Split (s)	9.5	25.1		9.5	25.1		25.1	25.1				31.0
Total Split (s)	10.0	51.3		13.7	55.0		55.0	55.0				55.0
Total Split (%)	8.3%	42.8%		11.4%	45.8%		45.8%	45.8%				45.8%
Maximum Green (s)	6.0	46.2		9.7	49.9		49.9	49.9				49.9
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0				4.0
All-Red Time (s)	1.0	1.1		1.0	1.1		1.1	1.1				1.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1				5.1
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0				8.0
Flash Dont Walk (s)		12.0			12.0		12.0	12.0				12.0
Pedestrian Calls (#/hr)		0			0		0	0				0

Lanes, Volumes, Timings
86: 7th Ave & Glendale Ave

09/16/2020

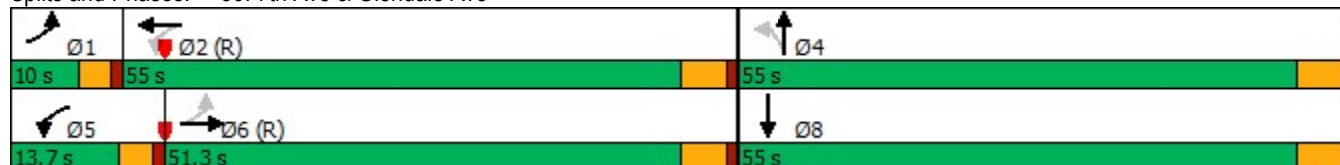


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	53.3	46.2		60.7	49.9			49.9			49.9	
Actuated g/C Ratio	0.44	0.38		0.51	0.42			0.42			0.42	
v/c Ratio	0.32	0.69		0.37	0.82			0.85			2.64dr	
Control Delay	21.1	33.9		19.6	34.9			59.7			45.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	21.1	33.9		19.6	34.9			59.7			45.6	
LOS	C	C		B	C			E			D	
Approach Delay		33.3			34.1			59.7			45.6	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	19	313		37	422			453			169	
Queue Length 95th (ft)	39	388		67	487			494			#268	
Internal Link Dist (ft)		444			1249			2570			5217	
Turn Bay Length (ft)	260			140								
Base Capacity (vph)	152	1354		257	2094			2354			485	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.32	0.69		0.37	0.82			0.85			0.90	

Intersection Summary





















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 44.7
 Intersection LOS: D
 Intersection Capacity Utilization 92.9%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 86: 7th Ave & Glendale Ave



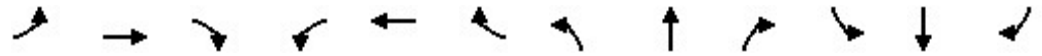
Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	875	37	99	1595	159	258	1064	229	152	263	59
Future Volume (vph)	39	875	37	99	1595	159	258	1064	229	152	263	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	220		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor					1.00		1.00	1.00		1.00	1.00	
Frt		0.994			0.986			0.973				0.972
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3518	0	1770	5007	0	1770	4936	0	1770	3431	0
Flt Permitted	0.089			0.143			0.411			0.144		
Satd. Flow (perm)	166	3518	0	266	5007	0	764	4936	0	268	3431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			17			40			21	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		683			2659			5297			251	
Travel Time (s)		11.6			45.3			90.3			4.3	
Confl. Peds. (#/hr)	2					2	2		1	1		2
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	39	884	37	100	1611	161	261	1075	231	154	266	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	921	0	100	1772	0	261	1306	0	154	326	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	25.1		9.5	25.1		9.5	29.5		9.5	29.5	
Total Split (s)	9.8	50.2		13.8	54.2		22.7	41.0		15.0	33.3	
Total Split (%)	8.2%	41.8%		11.5%	45.2%		18.9%	34.2%		12.5%	27.8%	
Maximum Green (s)	5.8	45.1		9.8	49.1		18.7	35.5		12.0	27.8	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.0	5.5		3.0	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
88: 7th Ave & Northern Ave

09/16/2020

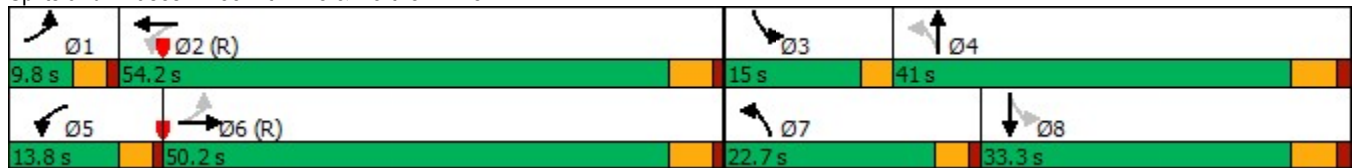


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	52.0	45.1		60.0	49.1		52.0	35.5		42.3	27.8	
Actuated g/C Ratio	0.43	0.38		0.50	0.41		0.43	0.30		0.35	0.23	
v/c Ratio	0.26	0.70		0.39	0.86		0.54	0.88		0.63	0.40	
Control Delay	20.2	34.9		20.6	37.4		20.3	41.6		35.7	38.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.2	34.9		20.6	37.4		20.3	41.6		35.7	38.2	
LOS	C	C		C	D		C	D		D	D	
Approach Delay		34.3			36.5			38.0			37.4	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	15	312		40	448		185	379		71	105	
Queue Length 95th (ft)	34	388		71	516		m198	433		129	151	
Internal Link Dist (ft)		603			2579			5217			171	
Turn Bay Length (ft)	220			220								
Base Capacity (vph)	149	1324		255	2058		487	1488		244	810	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.70		0.39	0.86		0.54	0.88		0.63	0.40	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 36.6
 Intersection LOS: D
 Intersection Capacity Utilization 87.5%
 ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 88: 7th Ave & Northern Ave



































Appendix I

7th Street Existing Configurations Capacity Analysis Results

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	  			  	
Traffic Volume (vph)	122	801	351	289	714	38	641	1116	311	253	1311	69
Future Volume (vph)	122	801	351	289	714	38	641	1116	311	253	1311	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.99		0.94	0.99	1.00		0.99		0.94	0.99	1.00	
Frt			0.850		0.992				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5035	0	3433	5085	1583	1770	5028	0
Flt Permitted	0.214			0.190			0.950			0.144		
Satd. Flow (perm)	396	5085	1487	350	5035	0	3408	5085	1485	266	5028	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			364		7				282		6	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		2675			580			605			313	
Travel Time (s)		182.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	21		43	43		21	40		38	38		40
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	127	834	366	301	744	40	668	1163	324	264	1366	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	834	366	301	784	0	668	1163	324	264	1438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Minimum Split (s)	25.0	37.6	37.6	25.0	37.6		30.0	32.3	32.3	25.0	35.0	
Total Split (s)	23.0	36.0	36.0	23.0	36.0		28.0	38.0	38.0	23.0	33.0	
Total Split (%)	19.2%	30.0%	30.0%	19.2%	30.0%		23.3%	31.7%	31.7%	19.2%	27.5%	
Maximum Green (s)	19.0	30.4	30.4	19.0	30.4		22.7	32.7	32.7	19.0	27.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

09/16/2020

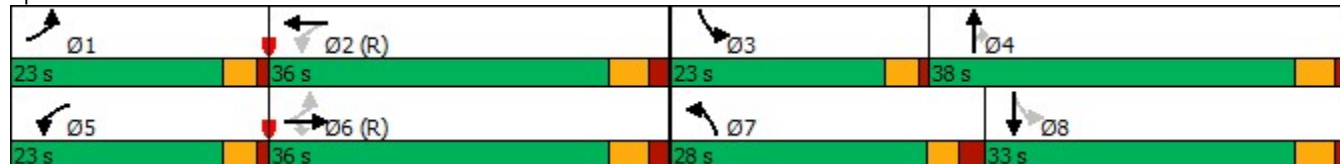


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	51.0	30.4	30.4	51.0	30.4		22.7	32.7	32.7	48.0	27.7	
Actuated g/C Ratio	0.42	0.25	0.25	0.42	0.25		0.19	0.27	0.27	0.40	0.23	
v/c Ratio	0.33	0.65	0.56	0.81	0.61		1.03	0.84	0.53	0.77	1.23	
Control Delay	21.6	42.8	7.5	42.0	41.6		90.8	47.7	10.0	61.8	138.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.6	42.8	7.5	42.0	41.6		90.8	47.7	10.0	61.8	138.8	
LOS	C	D	A	D	D		F	D	A	E	F	
Approach Delay		31.0			41.7			55.4			126.9	
Approach LOS		C			D			E			F	
Queue Length 50th (ft)	56	212	1	149	195		~285	311	24	166	~484	
Queue Length 95th (ft)	95	260	81	#285	241		#404	369	107	#274	#585	
Internal Link Dist (ft)		2595			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	385	1288	648	373	1280		649	1385	609	344	1165	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.33	0.65	0.56	0.81	0.61		1.03	0.84	0.53	0.77	1.23	

Intersection Summary

















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 67.3
 Intersection LOS: E
 Intersection Capacity Utilization 104.8%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	20	22	39	59	12	0	1149	30	0	1648	100
Future Volume (vph)	6	20	22	39	59	12	0	1149	30	0	1648	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.939			0.985			0.996			0.991	
Flt Protected		0.993			0.983							
Satd. Flow (prot)	0	1719	0	0	1800	0	0	5062	0	0	5020	0
Flt Permitted		0.969			0.888							
Satd. Flow (perm)	0	1677	0	0	1621	0	0	5062	0	0	5020	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			5			7			16	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	2		6	6		2	10		1	1		10
Confl. Bikes (#/hr)			1			2			1			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	22	24	42	64	13	0	1249	33	0	1791	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	119	0	0	1282	0	0	1900	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	25.8	25.8		25.8	25.8			23.6			23.6	
Total Split (s)	36.0	36.0		36.0	36.0			84.0			84.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%			70.0%			70.0%	
Maximum Green (s)	31.2	31.2		31.2	31.2			79.4			79.4	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			5.0			5.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		31.2			31.2			79.4			79.4	
Actuated g/C Ratio		0.26			0.26			0.66			0.66	
v/c Ratio		0.12			0.28			0.38			0.57	

Lanes, Volumes, Timings
11: Palm Ln & 7th St

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		22.0			36.1			3.4			15.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.0			36.1			3.4			15.6	
LOS		C			D			A			B	
Approach Delay		22.0			36.1			3.4			15.6	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)		17			71			39			390	
Queue Length 95th (ft)		50			124			61			410	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)												
Base Capacity (vph)		453			425			3351			3326	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.28			0.38			0.57	

Intersection Summary





















Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	11.7
Intersection LOS:	B
Intersection Capacity Utilization	59.5%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	47	45	68	134	21	0	900	132	0	1734	124
Future Volume (vph)	25	47	45	68	134	21	0	900	132	0	1734	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	115		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	1.00			0.99			1.00	
Frt		0.926			0.979			0.981			0.990	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1705	0	1770	1818	0	0	4963	0	0	5019	0
Flt Permitted	0.556			0.681								
Satd. Flow (perm)	1029	1705	0	1255	1818	0	0	4963	0	0	5019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			7			46			19	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		1262			642			2652			1316	
Travel Time (s)		28.7			17.5			51.7			25.6	
Confl. Peds. (#/hr)	6		8	8		6	8		6	6		8
Confl. Bikes (#/hr)						1			4			4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	53	51	76	151	24	0	1011	148	0	1948	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	104	0	76	175	0	0	1159	0	0	2087	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	29.0	29.0		29.0	29.0			23.6			23.6	
Total Split (s)	37.0	37.0		37.0	37.0			83.0			83.0	
Total Split (%)	30.8%	30.8%		30.8%	30.8%			69.2%			69.2%	
Maximum Green (s)	32.0	32.0		32.0	32.0			78.4			78.4	
Yellow Time (s)	3.2	3.2		3.2	3.2			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	32.0	32.0		32.0	32.0			78.4			78.4	
Actuated g/C Ratio	0.27	0.27		0.27	0.27			0.65			0.65	
v/c Ratio	0.10	0.22		0.23	0.36			0.36			0.64	
Control Delay	34.6	29.7		36.6	36.7			16.1			10.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	34.6	29.7		36.6	36.7			16.1			10.4	
LOS	C	C		D	D			B			B	
Approach Delay		30.7			36.7			16.1			10.4	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	16	52		46	106			299			182	
Queue Length 95th (ft)	41	98		88	169			323			m215	
Internal Link Dist (ft)		1182			562			2572			1236	
Turn Bay Length (ft)	150			115								
Base Capacity (vph)	274	467		334	489			3258			3285	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.22		0.23	0.36			0.36			0.64	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 14.8 Intersection LOS: B
 Intersection Capacity Utilization 65.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑			↑↑↑			↑↑↑	
Traffic Volume (vph)	80	1177	112	120	1068	55	0	766	102	0	1713	191
Future Volume (vph)	80	1177	112	120	1068	55	0	766	102	0	1713	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.987			0.993			0.982			0.985	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4991	0	1770	3508	0	0	4982	0	0	4990	0
Flt Permitted	0.105			0.095								
Satd. Flow (perm)	196	4991	0	177	3508	0	0	4982	0	0	4990	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			5			25			20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2660			641			1316			2652	
Travel Time (s)		51.8			12.5			25.6			51.7	
Confl. Peds. (#/hr)	19		36	36		19	19		5	5		19
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1279	122	130	1161	60	0	833	111	0	1862	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1401	0	130	1221	0	0	944	0	0	2070	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	30.1		19.5	30.1			31.2			31.2	
Total Split (s)	10.0	43.2		19.8	53.0			57.0			57.0	
Total Split (%)	8.3%	36.0%		16.5%	44.2%			47.5%			47.5%	
Maximum Green (s)	6.0	38.1		15.8	47.9			51.8			51.8	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5			1.6			1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		16.0			16.0			17.0			17.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

09/16/2020

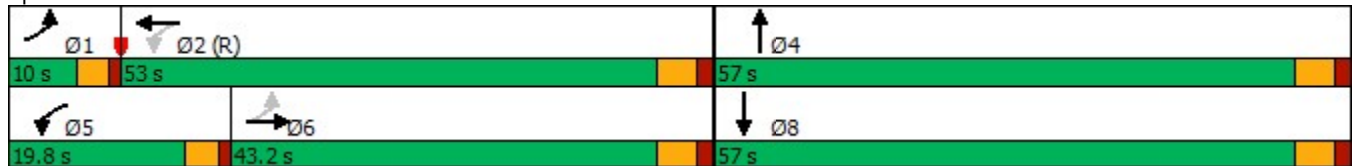


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	45.2	38.1		59.0	47.9			51.8			51.8	
Actuated g/C Ratio	0.38	0.32		0.49	0.40			0.43			0.43	
v/c Ratio	0.57	0.88		0.44	0.87			0.44			0.96	
Control Delay	33.9	45.9		23.3	41.1			9.4			63.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	33.9	45.9		23.3	41.1			9.4			63.0	
LOS	C	D		C	D			A			E	
Approach Delay		45.2			39.4			9.4			63.0	
Approach LOS		D			D			A			E	
Queue Length 50th (ft)	35	372		54	451			48			596	
Queue Length 95th (ft)	#69	435		102	548			68			m647	
Internal Link Dist (ft)		2580			561			1236			2572	
Turn Bay Length (ft)	270			225								
Base Capacity (vph)	152	1594		296	1403			2164			2165	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.57	0.88		0.44	0.87			0.44			0.96	

Intersection Summary

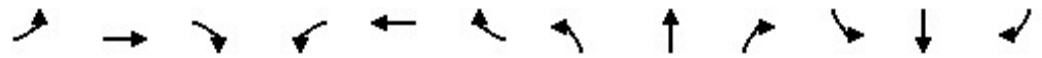
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Pretimed
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 44.4 Intersection LOS: D
 Intersection Capacity Utilization 85.2% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

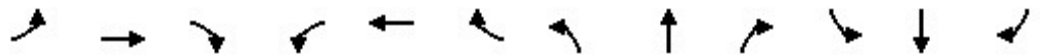
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	
Traffic Volume (vph)	79	726	83	211	1202	44	0	713	114	0	1660	255
Future Volume (vph)	79	726	83	211	1202	44	0	713	114	0	1660	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor					1.00			1.00			1.00	
Frt		0.985			0.995			0.979			0.980	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3486	0	1770	3519	0	0	4969	0	0	4963	0
Flt Permitted	0.099			0.137								
Satd. Flow (perm)	184	3486	0	255	3519	0	0	4969	0	0	4963	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4			31				29
Link Speed (mph)		35			35			35				35
Link Distance (ft)		2757			659			2652				2640
Travel Time (s)		53.7			12.8			51.7				51.4
Confl. Peds. (#/hr)	5					5	10		1	1		10
Confl. Bikes (#/hr)						4			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	84	772	88	224	1279	47	0	759	121	0	1766	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	860	0	224	1326	0	0	880	0	0	2037	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA				NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2								
Minimum Split (s)	9.5	25.9		9.5	25.9			24.8				24.8
Total Split (s)	9.8	45.2		19.8	55.2			55.0				55.0
Total Split (%)	8.2%	37.7%		16.5%	46.0%			45.8%				45.8%
Maximum Green (s)	5.8	40.3		15.8	50.3			50.2				50.2
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6				3.6
All-Red Time (s)	1.0	1.3		1.0	1.3			1.2				1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.8				4.8
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0				8.0
Flash Dont Walk (s)		13.0			13.0			12.0				12.0
Pedestrian Calls (#/hr)		0			0			0				0

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

09/16/2020

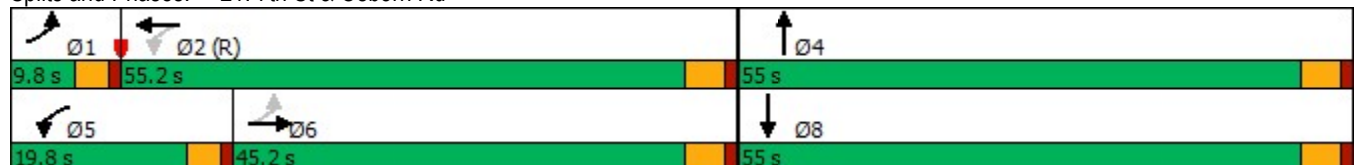


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	47.0	40.3		61.0	50.3			50.2			50.2	
Actuated g/C Ratio	0.39	0.34		0.51	0.42			0.42			0.42	
v/c Ratio	0.57	0.73		0.68	0.90			0.42			0.97	
Control Delay	33.4	39.0		30.5	41.8			50.7			68.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	33.4	39.0		30.5	41.8			50.7			68.5	
LOS	C	D		C	D			D			E	
Approach Delay		38.5			40.2			50.7			68.5	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	32	303		94	494			230			571	
Queue Length 95th (ft)	#66	380		172	#608			m275			#661	
Internal Link Dist (ft)		2677			579			2572			2560	
Turn Bay Length (ft)	150			160								
Base Capacity (vph)	148	1178		329	1477			2096			2093	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.57	0.73		0.68	0.90			0.42			0.97	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 52.2 Intersection LOS: D
 Intersection Capacity Utilization 88.3% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
25: 7th St & Indian School Rd

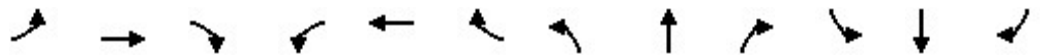
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕			↕↕↕			↕↕↕	↖
Traffic Volume (vph)	117	1146	66	174	1134	58	0	553	107	0	1859	356
Future Volume (vph)	117	1146	66	174	1134	58	0	553	107	0	1859	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	220		0	0		0	0		115
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00			1.00			0.99				0.97
Frt		0.992			0.993			0.976				0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5033	0	1770	3503	0	0	4927	0	0	5085	1583
Flt Permitted	0.099			0.090								
Satd. Flow (perm)	184	5033	0	168	3503	0	0	4927	0	0	5085	1542
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			5			41				152
Link Speed (mph)		35			35			35				35
Link Distance (ft)		2656			639			2640				1221
Travel Time (s)		51.7			12.4			51.4				23.8
Confl. Peds. (#/hr)	33		17	17		33	8		19	19		8
Confl. Bikes (#/hr)			1			2			3			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	122	1194	69	181	1181	60	0	576	111	0	1936	371
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	1263	0	181	1241	0	0	687	0	0	1936	371
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								8
Minimum Split (s)	9.5	25.9		9.5	25.9			25.9			25.9	25.9
Total Split (s)	12.6	45.4		19.0	51.8			55.6			55.6	55.6
Total Split (%)	10.5%	37.8%		15.8%	43.2%			46.3%			46.3%	46.3%
Maximum Green (s)	8.6	40.5		15.0	46.9			50.7			50.7	50.7
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	3.6
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3			1.3	1.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	4.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	8.0
Flash Dont Walk (s)		13.0			13.0			13.0			13.0	13.0
Pedestrian Calls (#/hr)		0			0			0			0	0

Lanes, Volumes, Timings
25: 7th St & Indian School Rd

09/16/2020

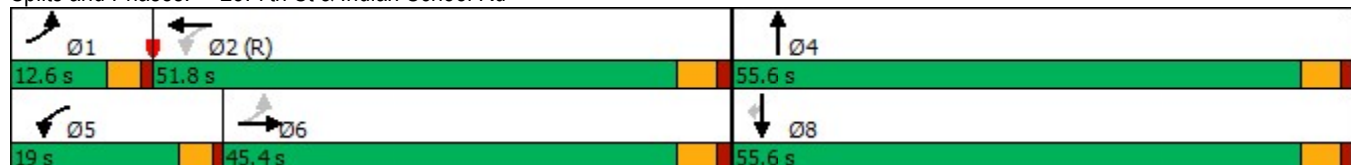


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	50.0	40.5		60.4	46.9			50.7			50.7	50.7
Actuated g/C Ratio	0.42	0.34		0.50	0.39			0.42			0.42	0.42
v/c Ratio	0.64	0.74		0.64	0.90			0.33			0.90	0.50
Control Delay	37.1	38.1		33.9	44.8			50.7			37.2	21.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	37.1	38.1		33.9	44.8			50.7			37.2	21.9
LOS	D	D		C	D			D			D	C
Approach Delay		38.0			43.4			50.7			34.8	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	49	313		80	469			181			310	125
Queue Length 95th (ft)	#116	369		158	#606			m223			m358	m148
Internal Link Dist (ft)		2576			559			2560			1141	
Turn Bay Length (ft)	240			220								115
Base Capacity (vph)	190	1703		284	1372			2105			2148	739
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.64	0.74		0.64	0.90			0.33			0.90	0.50

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 39.6 Intersection LOS: D
 Intersection Capacity Utilization 87.2% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: 7th St & Indian School Rd



Lanes, Volumes, Timings
29: 7th St & VA Med Center

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	16	1	0	3	0	735	14	0	2275	121
Future Volume (vph)	11	0	16	1	0	3	0	735	14	0	2275	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor					0.99			1.00			1.00	
Frt			0.850		0.899			0.997			0.992	
Flt Protected	0.950				0.988							
Satd. Flow (prot)	1770	0	1583	0	1655	0	0	5060	0	0	5038	0
Flt Permitted	0.260				0.988							
Satd. Flow (perm)	484	0	1583	0	1643	0	0	5060	0	0	5038	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		59			4			11	
Link Speed (mph)		15			15			35			35	
Link Distance (ft)		245			470			1221			1430	
Travel Time (s)		11.1			21.4			23.8			27.9	
Confl. Peds. (#/hr)			14	14			1		21	21		1
Confl. Bikes (#/hr)									6			3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	0	17	1	0	3	0	782	15	0	2420	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	0	17	0	4	0	0	797	0	0	2549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm		Prot	custom	NA			NA			NA	
Protected Phases			2		8			1			1	
Permitted Phases	2			2								
Minimum Split (s)	26.8		26.8	26.8	22.5			23.7			23.7	
Total Split (s)	27.2		27.2	27.2	22.6			70.2			70.2	
Total Split (%)	22.7%		22.7%	22.7%	18.8%			58.5%			58.5%	
Maximum Green (s)	22.4		22.4	22.4	18.1			65.5			65.5	
Yellow Time (s)	3.0		3.0	3.0	3.5			3.6			3.6	
All-Red Time (s)	1.8		1.8	1.8	1.0			1.1			1.1	
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	
Total Lost Time (s)	4.8		4.8		4.5			4.7			4.7	
Lead/Lag	Lag		Lag	Lag				Lead			Lead	
Lead-Lag Optimize?	Yes		Yes	Yes				Yes			Yes	
Walk Time (s)	8.0		8.0	8.0	7.0			8.0			8.0	
Flash Dont Walk (s)	14.0		14.0	14.0	11.0			8.0			8.0	
Pedestrian Calls (#/hr)	0		0	0	0			0			0	
Act Effct Green (s)	22.4		22.4		18.1			65.5			65.5	
Actuated g/C Ratio	0.19		0.19		0.15			0.55			0.55	
v/c Ratio	0.13		0.05		0.01			0.29			0.93	

Lanes, Volumes, Timings
29: 7th St & VA Med Center

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	45.1		0.2		0.0			6.7			23.2	
Queue Delay	0.0		0.0		0.0			0.0			0.0	
Total Delay	45.1		0.2		0.0			6.7			23.2	
LOS	D		A		A			A			C	
Approach Delay		18.8						6.7			23.2	
Approach LOS		B						A			C	
Queue Length 50th (ft)	8		0		0			52			520	
Queue Length 95th (ft)	27		0		0			m61			568	
Internal Link Dist (ft)		165			390			1141			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	90		341		297			2763			2754	
Starvation Cap Reductn	0		0		0			0			0	
Spillback Cap Reductn	0		0		0			0			0	
Storage Cap Reductn	0		0		0			0			0	
Reduced v/c Ratio	0.13		0.05		0.01			0.29			0.93	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWBL, Start of Green
Natural Cycle:	110
Control Type:	Pretimed
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	19.2
Intersection LOS:	B
Intersection Capacity Utilization:	80.8%
ICU Level of Service:	D
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 29: 7th St & VA Med Center



Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕↕↕			↕↕↕	
Traffic Volume (vph)	29	0	47	4	10	1	0	665	17	0	2372	58
Future Volume (vph)	29	0	47	4	10	1	0	665	17	0	2372	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99	0.95		0.99			1.00			1.00	
Frt		0.961	0.850		0.992			0.996			0.996	
Flt Protected		0.964			0.988							
Satd. Flow (prot)	0	1618	1504	0	1826	0	0	5061	0	0	5060	0
Flt Permitted		0.819			0.957							
Satd. Flow (perm)	0	1374	1429	0	1755	0	0	5061	0	0	5060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15	15		1			8			7	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		147			168			1430			1318	
Travel Time (s)		3.3			3.8			27.9			25.7	
Confl. Peds. (#/hr)			19	19			4		3	3		4
Confl. Bikes (#/hr)			6						7			9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	31	0	51	4	11	1	0	715	18	0	2551	62
Shared Lane Traffic (%)			22%									
Lane Group Flow (vph)	0	42	40	0	16	0	0	733	0	0	2613	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA			NA			NA	
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2								
Minimum Split (s)	26.1	26.1	26.1	24.1	24.1			23.6			23.6	
Total Split (s)	29.0	29.0	29.0	29.0	29.0			91.0			91.0	
Total Split (%)	24.2%	24.2%	24.2%	24.2%	24.2%			75.8%			75.8%	
Maximum Green (s)	23.9	23.9	23.9	23.9	23.9			86.4			86.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0			3.6			3.6	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1			1.0			1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.1	5.1		5.1			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0	8.0					8.0			8.0	
Flash Dont Walk (s)	13.0	13.0	13.0					8.0			8.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		23.9	23.9		23.9			86.4			86.4	
Actuated g/C Ratio		0.20	0.20		0.20			0.72			0.72	
v/c Ratio		0.15	0.14		0.05			0.20			0.72	

Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020

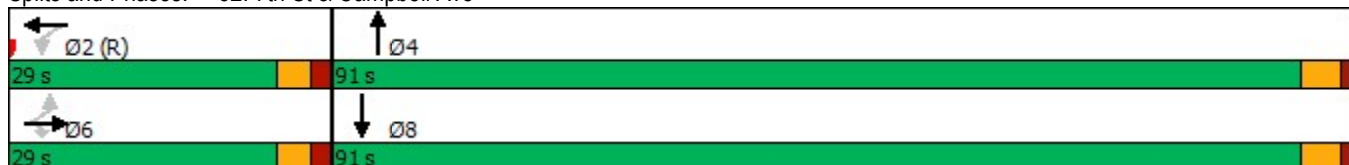


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		29.9	29.1		37.7			5.6			12.2	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		29.9	29.1		37.7			5.6			12.2	
LOS		C	C		D			A			B	
Approach Delay		29.5			37.7			5.6			12.2	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)		17	16		10			36			318	
Queue Length 95th (ft)		52	49		30			76			297	
Internal Link Dist (ft)		67			88			1350			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		285	296		350			3646			3645	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.15	0.14		0.05			0.20			0.72	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	11.3
Intersection LOS:	B
Intersection Capacity Utilization	83.6%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 32: 7th St & Campbell Ave



Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↑↑↑			↑↑↑	
Traffic Volume (vph)	2	5	1	167	119	33	0	571	59	0	2386	177
Future Volume (vph)	2	5	1	167	119	33	0	571	59	0	2386	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.92				0.97			0.99			0.98	
Frt		0.979			0.967			0.986			0.990	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1824	0	1770	1754	0	0	4974	0	0	4948	0
Flt Permitted	0.546			0.753								
Satd. Flow (perm)	938	1824	0	1403	1754	0	0	4974	0	0	4948	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			11			32			22	
Link Speed (mph)		15			25			35			35	
Link Distance (ft)		549			655			1318			1333	
Travel Time (s)		25.0			17.9			25.7			26.0	
Confl. Peds. (#/hr)	67					67	62		18	18		62
Confl. Bikes (#/hr)						2						4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	2	6	1	192	137	38	0	656	68	0	2743	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	7	0	192	175	0	0	724	0	0	2946	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	27.4	27.4		27.4	27.4			23.6			23.6	
Total Split (s)	34.0	34.0		34.0	34.0			86.0			86.0	
Total Split (%)	28.3%	28.3%		28.3%	28.3%			71.7%			71.7%	
Maximum Green (s)	28.6	28.6		28.6	28.6			81.4			81.4	
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.4	5.4		5.4	5.4			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			8.0			8.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	28.6	28.6		28.6	28.6			81.4			81.4	
Actuated g/C Ratio	0.24	0.24		0.24	0.24			0.68			0.68	
v/c Ratio	0.01	0.02		0.57	0.41			0.21			0.88	
Control Delay	35.0	33.0		48.2	39.5			12.7			15.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	35.0	33.0		48.2	39.5			12.7			15.9	
LOS	C	C		D	D			B			B	
Approach Delay		33.4			44.1			12.7			15.9	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	1	4		132	108			119			299	
Queue Length 95th (ft)	8	16		204	170			113			m305	
Internal Link Dist (ft)		469			575			1238			1253	
Turn Bay Length (ft)	60			200								
Base Capacity (vph)	223	435		334	426			3384			3363	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.02		0.57	0.41			0.21			0.88	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 17.9 Intersection LOS: B
 Intersection Capacity Utilization 77.0% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: 7th St & Highland Ave



Lanes, Volumes, Timings
38: 7th St & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖			↖↖↖			↖↖↖	
Traffic Volume (vph)	144	1449	114	47	852	177	0	411	100	0	2245	110
Future Volume (vph)	144	1449	114	47	852	177	0	411	100	0	2245	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00			0.99			0.99			1.00	
Frt		0.989			0.974			0.971			0.993	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5011	0	1770	3429	0	0	4900	0	0	5043	0
Flt Permitted	0.101			0.100								
Satd. Flow (perm)	188	5011	0	186	3429	0	0	4900	0	0	5043	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			22			66			8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2659			669			1333			2651	
Travel Time (s)		51.8			13.0			26.0			51.6	
Confl. Peds. (#/hr)	11		23	23		11	11		17	17		11
Confl. Bikes (#/hr)			3			1						1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	148	1494	118	48	878	182	0	424	103	0	2314	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	1612	0	48	1060	0	0	527	0	0	2427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	26.9		12.5	26.9			26.9			26.9	
Total Split (s)	12.4	44.6		12.6	44.8			62.8			62.8	
Total Split (%)	10.3%	37.2%		10.5%	37.3%			52.3%			52.3%	
Maximum Green (s)	8.4	39.7		8.6	39.9			57.9			57.9	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3			1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
38: 7th St & Camelback Rd

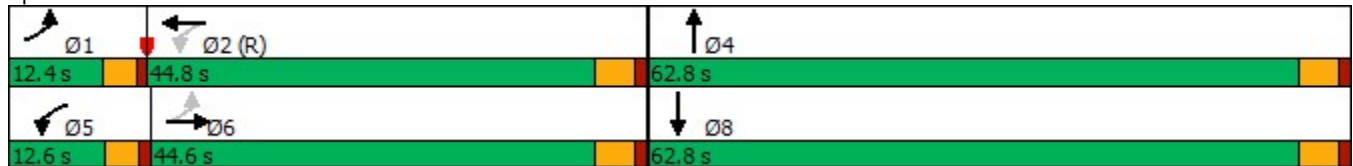
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	49.0	39.7		49.4	39.9			57.9			57.9	
Actuated g/C Ratio	0.41	0.33		0.41	0.33			0.48			0.48	
v/c Ratio	0.79	0.97		0.25	0.92			0.22			1.00	
Control Delay	52.8	55.2		22.6	51.1			10.0			55.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	52.8	55.2		22.6	51.1			10.0			55.1	
LOS	D	E		C	D			A			E	
Approach Delay		55.0			49.8			10.0			55.1	
Approach LOS		D			D			A			E	
Queue Length 50th (ft)	68	446		21	406			43			645	
Queue Length 95th (ft)	#171	#556		44	#537			54			m638	
Internal Link Dist (ft)		2579			589			1253			2571	
Turn Bay Length (ft)	230			160								
Base Capacity (vph)	187	1665		190	1154			2398			2437	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.79	0.97		0.25	0.92			0.22			1.00	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 50.0 Intersection LOS: D
 Intersection Capacity Utilization 94.7% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: 7th St & Camelback Rd



Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↕
Traffic Volume (vph)	122	1008	99	163	519	51	0	470	94	0	2306	65
Future Volume (vph)	122	1008	99	163	519	51	0	470	94	0	2306	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00			1.00	
Fr _t		0.987			0.986			0.975			0.996	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	3484	0	0	4939	0	0	5061	0
Fl _t Permitted	0.298			0.101								
Satd. Flow (perm)	554	3487	0	188	3484	0	0	4939	0	0	5061	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			9			48				5
Link Speed (mph)		35			35			35				40
Link Distance (ft)		2651			674			2651				2642
Travel Time (s)		51.6			13.1			51.6				45.0
Confl. Peds. (#/hr)	4		5	5		4	10		6	6		10
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	126	1039	102	168	535	53	0	485	97	0	2377	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1141	0	168	588	0	0	582	0	0	2444	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	26.9		12.5	26.9			24.1			24.1	
Total Split (s)	13.6	44.8		13.2	44.4			62.0			62.0	
Total Split (%)	11.3%	37.3%		11.0%	37.0%			51.7%			51.7%	
Maximum Green (s)	9.6	39.9		9.2	39.5			56.9			56.9	
Yellow Time (s)	3.0	3.6		3.0	3.6			4.0			4.0	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020

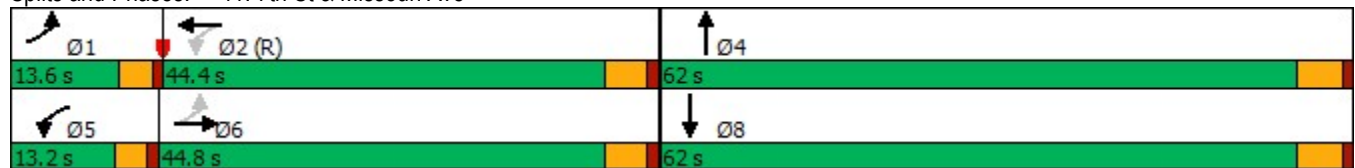


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	50.4	39.9		49.6	39.5			56.9			56.9	
Actuated g/C Ratio	0.42	0.33		0.41	0.33			0.47			0.47	
v/c Ratio	0.38	0.98		0.85	0.51			0.25			1.02	
Control Delay	23.3	61.5		60.3	33.8			15.2			54.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	23.3	61.5		60.3	33.8			15.2			54.6	
LOS	C	E		E	C			B			D	
Approach Delay		57.7			39.7			15.2			54.6	
Approach LOS		E			D			B			D	
Queue Length 50th (ft)	56	455		77	189			0			~595	
Queue Length 95th (ft)	96	#608		#203	245			m97			m560	
Internal Link Dist (ft)		2571			594			2571			2562	
Turn Bay Length (ft)	180			150								
Base Capacity (vph)	329	1165		198	1152			2367			2402	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.38	0.98		0.85	0.51			0.25			1.02	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Pretimed
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 48.6 Intersection LOS: D
 Intersection Capacity Utilization 97.8% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 41: 7th St & Missouri Ave



Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1347	165	156	695	44	0	446	124	0	2277	112
Future Volume (vph)	110	1347	165	156	695	44	0	446	124	0	2277	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.984			0.991			0.967			0.993	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4992	0	1770	3503	0	0	4880	0	0	5044	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1763	4992	0	1768	3503	0	0	4880	0	0	5044	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			5			78			8	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3809			800			2642			1324	
Travel Time (s)		64.9			13.6			45.0			22.6	
Confl. Peds. (#/hr)	7		7	7		7	7		13	13		7
Confl. Bikes (#/hr)									4			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	113	1389	170	161	716	45	0	460	128	0	2347	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	1559	0	161	761	0	0	588	0	0	2462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases												
Minimum Split (s)	10.1	31.3		10.1	30.3			27.1			27.1	
Total Split (s)	16.7	41.8		17.2	42.3			61.0			61.0	
Total Split (%)	13.9%	34.8%		14.3%	35.3%			50.8%			50.8%	
Maximum Green (s)	11.6	36.5		12.1	37.0			55.9			55.9	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
All-Red Time (s)	2.1	1.3		2.1	1.3			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.1	5.3		5.1	5.3			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			8.0			8.0			8.0	
Flash Dont Walk (s)		17.0			17.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

09/16/2020

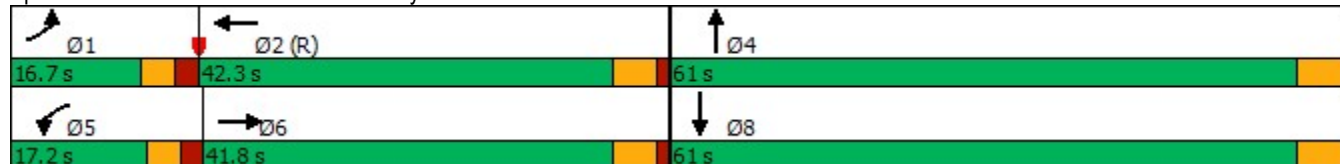


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	11.6	36.5		12.1	37.0			55.9			55.9	
Actuated g/C Ratio	0.10	0.30		0.10	0.31			0.47			0.47	
v/c Ratio	0.66	1.02		0.90	0.70			0.25			1.05	
Control Delay	71.4	68.8		100.1	40.6			13.5			61.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	71.4	68.8		100.1	40.6			13.5			61.1	
LOS	E	E		F	D			B			E	
Approach Delay		69.0			51.0			13.5			61.1	
Approach LOS		E			D			B			E	
Queue Length 50th (ft)	86	~464		125	271			74			~402	
Queue Length 95th (ft)	#165	#564		#256	343			93			#505	
Internal Link Dist (ft)		3729			720			2562			1244	
Turn Bay Length (ft)	230			240								
Base Capacity (vph)	171	1530		178	1083			2314			2353	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.66	1.02		0.90	0.70			0.25			1.05	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 56.8 Intersection LOS: E
 Intersection Capacity Utilization 97.9% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 44: 7th St & Bethany Home Rd



Lanes, Volumes, Timings
47: 7th St & Rose Ln

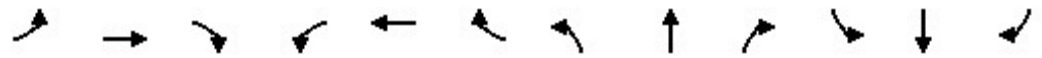
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↑↑↑			↑↑↑	
Traffic Volume (vph)	21	129	26	58	60	17	0	496	96	0	2354	34
Future Volume (vph)	21	129	26	58	60	17	0	496	96	0	2354	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.980			0.983			0.976			0.998	
Flt Protected		0.994			0.979							
Satd. Flow (prot)	0	1810	0	0	1790	0	0	4927	0	0	5073	0
Flt Permitted		0.954			0.724							
Satd. Flow (perm)	0	1737	0	0	1322	0	0	4927	0	0	5073	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			73			4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		542			562			1324			1318	
Travel Time (s)		14.8			15.3			22.6			22.5	
Confl. Peds. (#/hr)	1		3	3		1	3		6	6		3
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	140	28	63	65	18	0	539	104	0	2559	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	146	0	0	643	0	0	2596	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	26.8	26.8		26.8	26.8			24.0			24.0	
Total Split (s)	34.0	34.0		34.0	34.0			86.0			86.0	
Total Split (%)	28.3%	28.3%		28.3%	28.3%			71.7%			71.7%	
Maximum Green (s)	29.2	29.2		29.2	29.2			81.0			81.0	
Yellow Time (s)	3.0	3.0		3.0	3.0			4.0			4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			6.0			6.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		29.2			29.2			81.0			81.0	
Actuated g/C Ratio		0.24			0.24			0.68			0.68	
v/c Ratio		0.45			0.45			0.19			0.76	

Lanes, Volumes, Timings
47: 7th St & Rose Ln

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		41.2			42.1			10.7			13.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		41.2			42.1			10.7			13.6	
LOS		D			D			B			B	
Approach Delay		41.2			42.1			10.7			13.6	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)		122			92			68			269	
Queue Length 95th (ft)		195			160			89			256	
Internal Link Dist (ft)		462			482			1244			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		427			326			3349			3425	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.45			0.45			0.19			0.76	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	15.7
Intersection LOS:	B
Intersection Capacity Utilization:	73.7%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 47: 7th St & Rose Ln



Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↶↷			↶↷	
Traffic Volume (vph)	62	312	60	61	202	29	0	454	34	0	2536	51
Future Volume (vph)	62	312	60	61	202	29	0	454	34	0	2536	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	1.00		1.00	1.00			1.00				
Frt		0.976			0.981			0.990				0.997
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1812	0	1770	1822	0	0	5016	0	0	5070	0
Flt Permitted	0.460			0.248								
Satd. Flow (perm)	851	1812	0	461	1822	0	0	5016	0	0	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			6			18				4
Link Speed (mph)		35			35			40				40
Link Distance (ft)		2639			577			1318				2655
Travel Time (s)		51.4			11.2			22.5				45.3
Confl. Peds. (#/hr)	7		4	4		7			8	8		
Confl. Bikes (#/hr)			1			1			4			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	68	343	66	67	222	32	0	499	37	0	2787	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	409	0	67	254	0	0	536	0	0	2843	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA				NA
Protected Phases		2			2			4				4
Permitted Phases	2			2								
Minimum Split (s)	26.9	26.9		26.9	26.9			24.0				24.0
Total Split (s)	42.0	42.0		42.0	42.0			78.0				78.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%			65.0%				65.0%
Maximum Green (s)	37.1	37.1		37.1	37.1			73.0				73.0
Yellow Time (s)	3.6	3.6		3.6	3.6			4.0				4.0
All-Red Time (s)	1.3	1.3		1.3	1.3			1.0				1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0				5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0				8.0
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			7.0				7.0
Pedestrian Calls (#/hr)	0	0		0	0			0				0

Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	37.1	37.1		37.1	37.1			73.0			73.0	
Actuated g/C Ratio	0.31	0.31		0.31	0.31			0.61			0.61	
v/c Ratio	0.26	0.73		0.47	0.45			0.18			0.92	
Control Delay	34.5	45.6		46.6	35.5			5.2			26.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	34.5	45.6		46.6	35.5			5.2			26.1	
LOS	C	D		D	D			A			C	
Approach Delay		44.0			37.8			5.2			26.1	
Approach LOS		D			D			A			C	
Queue Length 50th (ft)	40	281		42	154			31			451	
Queue Length 95th (ft)	80	401		94	234			36			m425	
Internal Link Dist (ft)		2559			497			1238			2575	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	263	561		142	567			3058			3085	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.26	0.73		0.47	0.45			0.18			0.92	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 26.4 Intersection LOS: C
 Intersection Capacity Utilization 87.6% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: 7th St & Maryland Ave



Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1442	98	79	850	164	0	468	82	0	2329	92
Future Volume (vph)	154	1442	98	79	850	164	0	468	82	0	2329	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.990			0.976			0.978			0.994	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5024	0	1770	4941	0	0	4954	0	0	5051	0
Flt Permitted	0.107			0.120								
Satd. Flow (perm)	199	5024	0	224	4941	0	0	4954	0	0	5051	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			33			41			7	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2642			650			2655			5269	
Travel Time (s)		45.0			11.1			45.3			89.8	
Confl. Peds. (#/hr)	8		12	12		8	4		9	9		4
Confl. Bikes (#/hr)			1			3			5			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	1567	107	86	924	178	0	509	89	0	2532	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	1674	0	86	1102	0	0	598	0	0	2632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	27.1		9.5	27.1			30.3			30.3	
Total Split (s)	16.3	44.9		9.8	38.4			65.3			65.3	
Total Split (%)	13.6%	37.4%		8.2%	32.0%			54.4%			54.4%	
Maximum Green (s)	12.3	39.8		5.8	33.3			60.0			60.0	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.3			1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.3			5.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			9.0			9.0	
Flash Dont Walk (s)		14.0			14.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020

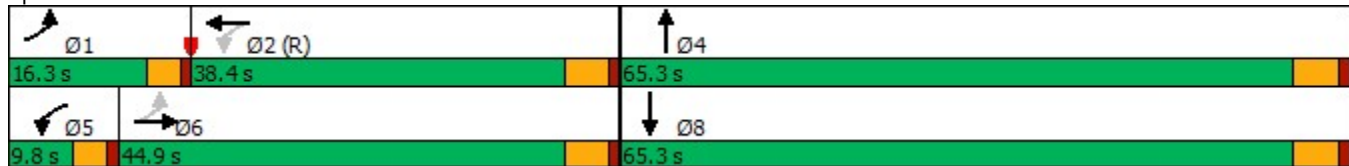


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	50.7	39.8		40.2	33.3			60.0			60.0	
Actuated g/C Ratio	0.42	0.33		0.34	0.28			0.50			0.50	
v/c Ratio	0.68	1.00		0.58	0.79			0.24			1.04	
Control Delay	39.2	62.3		38.4	43.8			26.0			42.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	39.2	62.3		38.4	43.8			26.0			42.2	
LOS	D	E		D	D			C			D	
Approach Delay		60.2			43.4			26.0			42.2	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)	81	~472		40	282			110			~830	
Queue Length 95th (ft)	#161	#591		#76	338			142			m719	
Internal Link Dist (ft)		2562			570			2575			5189	
Turn Bay Length (ft)	160			240								
Base Capacity (vph)	245	1672		149	1394			2497			2529	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.68	1.00		0.58	0.79			0.24			1.04	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 46.2 Intersection LOS: D
 Intersection Capacity Utilization 93.6% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 53: 7th St & Glendale Ave



Lanes, Volumes, Timings
56: 7th St & Northern Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	
Traffic Volume (vph)	85	1074	100	228	1301	138	0	454	94	0	2188	131
Future Volume (vph)	85	1074	100	228	1301	138	0	454	94	0	2188	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.987			0.986			0.974			0.992	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	5006	0	0	4930	0	0	5041	0
Flt Permitted	0.100			0.091								
Satd. Flow (perm)	186	3487	0	170	5006	0	0	4930	0	0	5041	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			17			47			10	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2632			643			5269			2824	
Travel Time (s)		44.9			11.0			89.8			48.1	
Confl. Peds. (#/hr)	3		5	5		3	1		8	8		1
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	90	1143	106	243	1384	147	0	483	100	0	2328	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1249	0	243	1531	0	0	583	0	0	2467	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	24.1		9.5	24.1			24.1			24.1	
Total Split (s)	10.8	45.2		16.7	51.1			58.1			58.1	
Total Split (%)	9.0%	37.7%		13.9%	42.6%			48.4%			48.4%	
Maximum Green (s)	6.8	40.1		12.7	46.0			53.0			53.0	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
56: 7th St & Northern Ave

09/16/2020

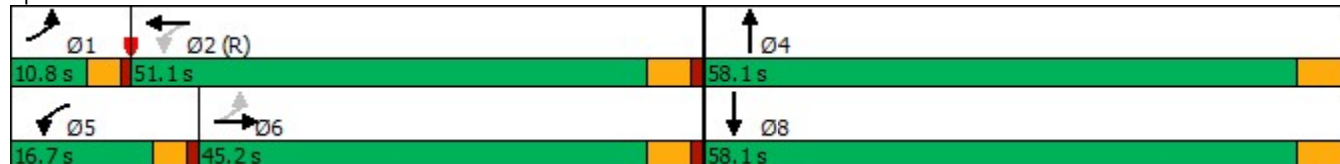


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	48.0	40.1		57.9	46.0			53.0			53.0	
Actuated g/C Ratio	0.40	0.33		0.48	0.38			0.44			0.44	
v/c Ratio	0.55	1.07		0.97	0.79			0.26			1.11	
Control Delay	31.6	84.4		80.1	36.2			25.8			96.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	31.6	84.4		80.1	36.2			25.8			96.7	
LOS	C	F		F	D			C			F	
Approach Delay		80.9			42.2			25.8			96.7	
Approach LOS		F			D			C			F	
Queue Length 50th (ft)	37	~561		136	377			99			~821	
Queue Length 95th (ft)	70	#700		#303	439			129			#916	
Internal Link Dist (ft)		2552			563			5189			2744	
Turn Bay Length (ft)	250			240								
Base Capacity (vph)	164	1171		251	1929			2203			2232	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.55	1.07		0.97	0.79			0.26			1.11	

Intersection Summary

















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 70.9 Intersection LOS: E
 Intersection Capacity Utilization 102.6% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 56: 7th St & Northern Ave



Lanes, Volumes, Timings
59: 7th St & Butler Dr

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	50	18	44	52	21	0	622	55	0	2124	15
Future Volume (vph)	8	50	18	44	52	21	0	622	55	0	2124	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.968			0.976			0.988			0.999	
Flt Protected		0.994			0.981							
Satd. Flow (prot)	0	1786	0	0	1783	0	0	5015	0	0	5079	0
Flt Permitted		0.970			0.864							
Satd. Flow (perm)	0	1743	0	0	1570	0	0	5015	0	0	5079	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			8			28			2	
Link Speed (mph)		25			25			40			35	
Link Distance (ft)		609			391			2824			1327	
Travel Time (s)		16.6			10.7			48.1			25.9	
Confl. Peds. (#/hr)			1	1					1	1		
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	53	19	47	55	22	0	662	59	0	2260	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	124	0	0	721	0	0	2276	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	23.8	23.8		23.8	23.8			31.0			31.0	
Total Split (s)	32.0	32.0		32.0	32.0			88.0			88.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%			73.3%			73.3%	
Maximum Green (s)	27.2	27.2		27.2	27.2			83.0			83.0	
Yellow Time (s)	3.0	3.0		3.0	3.0			4.0			4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			15.0			15.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			8.0			8.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		27.2			27.2			83.0			83.0	
Actuated g/C Ratio		0.23			0.23			0.69			0.69	
v/c Ratio		0.20			0.34			0.21			0.65	

Lanes, Volumes, Timings

59: 7th St & Butler Dr

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		33.5			39.5			3.5			7.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.5			39.5			3.5			7.4	
LOS		C			D			A			A	
Approach Delay		33.5			39.5			3.5			7.4	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		43			76			35			171	
Queue Length 95th (ft)		88			134			42			183	
Internal Link Dist (ft)		529			311			2744			1247	
Turn Bay Length (ft)												
Base Capacity (vph)		404			362			3477			3513	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.20			0.34			0.21			0.65	

Intersection Summary





















Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	8.4
Intersection LOS:	A
Intersection Capacity Utilization:	65.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 59: 7th St & Butler Dr



Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	89	61	39	88	12	0	626	8	0	2214	23
Future Volume (vph)	63	89	61	39	88	12	0	626	8	0	2214	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	110		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.98	0.99		0.98	1.00			1.00			1.00	
Frt		0.939			0.982			0.998			0.998	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1725	0	1770	1821	0	0	5071	0	0	5073	0
Flt Permitted	0.657			0.547								
Satd. Flow (perm)	1198	1725	0	1003	1821	0	0	5071	0	0	5073	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			5			4			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		703			685			1327			993	
Travel Time (s)		19.2			18.7			25.9			19.3	
Confl. Peds. (#/hr)	14		12	12		14	5		9	9		5
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	97	66	42	96	13	0	680	9	0	2407	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	163	0	42	109	0	0	689	0	0	2432	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	24.8	24.8		24.8	24.8			23.6			23.6	
Total Split (s)	32.0	32.0		32.0	32.0			88.0			88.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%			73.3%			73.3%	
Maximum Green (s)	27.2	27.2		27.2	27.2			83.4			83.4	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	9.0	9.0		9.0	9.0			8.0			8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			7.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	27.2	27.2		27.2	27.2			83.4			83.4	
Actuated g/C Ratio	0.23	0.23		0.23	0.23			0.70			0.70	
v/c Ratio	0.25	0.41		0.19	0.26			0.20			0.69	
Control Delay	41.1	41.0		40.2	38.4			11.9			12.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	41.1	41.0		40.2	38.4			11.9			12.0	
LOS	D	D		D	D			B			B	
Approach Delay		41.0			38.9			11.9			12.0	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	43	102		26	67			101			363	
Queue Length 95th (ft)	86	170		60	119			124			411	
Internal Link Dist (ft)		623			605			1247			913	
Turn Bay Length (ft)	120			110								
Base Capacity (vph)	271	397		227	416			3525			3526	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.25	0.41		0.19	0.26			0.20			0.69	

Intersection Summary

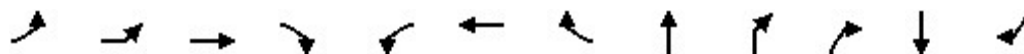
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 15.0 Intersection LOS: B
 Intersection Capacity Utilization 78.5% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 62: 7th St & Alice Ave



Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	NBR2	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Future Volume (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0		0			0
Storage Lanes		2		0	1		0		1			0
Taper Length (ft)		25			25							
Lane Util. Factor	1.00	0.91	0.91	0.95	1.00	1.00	1.00	0.86	0.86	0.91	0.91	0.91
Frt			0.925			0.925		0.925	0.850		0.925	
Flt Protected	0.950	0.950			0.950							
Satd. Flow (prot)	1770	1610	3136	0	1770	1723	0	4445	1362	0	4704	0
Flt Permitted	0.950	0.950			0.073							
Satd. Flow (perm)	1770	1610	3136	0	136	1723	0	4445	1362	0	4704	0
Right Turn on Red				Yes						Yes		Yes
Satd. Flow (RTOR)			1084						1089		1088	
Link Speed (mph)			35			30		35			35	
Link Distance (ft)			649			585		371			289	
Travel Time (s)			12.6			13.3		7.2			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Shared Lane Traffic (%)		10%							90%			
Lane Group Flow (vph)	1	1	2	0	1	2	0	2	1	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Right
Median Width(ft)			24			24		0			0	
Link Offset(ft)			0			0		0			0	
Crosswalk Width(ft)			16			16		16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		9	15		9		9	9		9
Turn Type	Prot	Prot	NA		Perm	NA		NA	Perm		NA	
Protected Phases	9	9	4			6!		8			2!	
Permitted Phases					6!			8				
Minimum Split (s)	10.0	10.0	29.4		31.2	31.2		35.8	35.8		35.8	
Total Split (s)	16.0	16.0	31.0		60.9	60.9		36.1	36.1		60.9	
Total Split (%)	8.0%	8.0%	15.5%		30.5%	30.5%		18.1%	18.1%		30.5%	
Maximum Green (s)	11.0	11.0	24.6		54.7	54.7		29.3	29.3		54.1	
Yellow Time (s)	3.0	3.0	4.0		3.2	3.2		3.6	3.6		3.6	
All-Red Time (s)	2.0	2.0	2.4		3.0	3.0		3.2	3.2		3.2	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	6.4		6.2	6.2		6.8	6.8		6.8	
Lead/Lag	Lead	Lead	Lag									
Lead-Lag Optimize?	Yes	Yes	Yes									
Walk Time (s)			7.0		7.0	7.0		18.0	18.0		7.0	
Flash Dont Walk (s)			16.0		18.0	18.0		11.0	11.0		22.0	
Pedestrian Calls (#/hr)			0		0	0		0	0		0	
Act Effct Green (s)	11.0	11.0	34.2		54.7	54.7		29.3	29.3		54.1	
Actuated g/C Ratio	0.06	0.06	0.17		0.27	0.27		0.15	0.15		0.27	
v/c Ratio	0.01	0.01	0.00		0.03	0.00		0.00	0.00		0.00	

Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

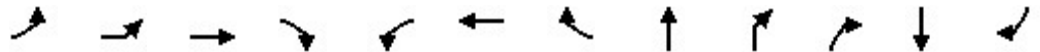
09/16/2020



Lane Group	SWL	SWR	SWR2
Lane Configurations			
Traffic Volume (vph)	1	1	1
Future Volume (vph)	1	1	1
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	350	0	
Storage Lanes	2	4	
Taper Length (ft)	25		
Lane Util. Factor	0.97	0.76	1.00
Frt		0.850	0.850
Flt Protected	0.950		
Satd. Flow (prot)	3433	3610	1583
Flt Permitted	0.950		
Satd. Flow (perm)	3433	3610	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			1085
Link Speed (mph)	40		
Link Distance (ft)	508		
Travel Time (s)	8.7		
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	1	1	1
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1	1	1
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Right	Right
Median Width(ft)	24		
Link Offset(ft)	0		
Crosswalk Width(ft)	16		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15	9	9
Turn Type	Prot	Prot	Prot
Protected Phases	3	10	10
Permitted Phases			
Minimum Split (s)	24.0	29.4	29.4
Total Split (s)	25.0	31.0	31.0
Total Split (%)	12.5%	15.5%	15.5%
Maximum Green (s)	19.0	24.6	24.6
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.4	6.4
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		16.0	16.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	19.0	24.6	24.6
Actuated g/C Ratio	0.10	0.12	0.12
v/c Ratio	0.00	0.00	0.00

Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020

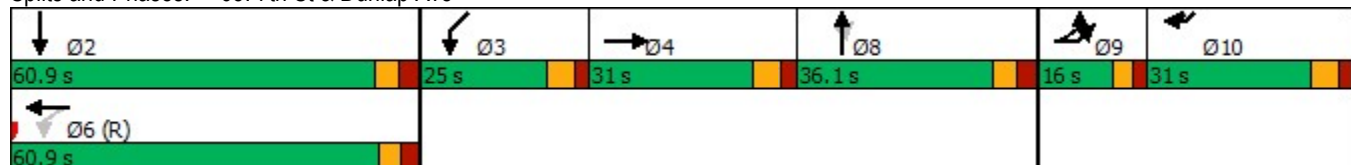


Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	NBR2	SBT	SBR
Control Delay	90.0	90.0	0.0		56.0	53.0		73.0	0.0		0.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Delay	90.0	90.0	0.0		56.0	53.0		73.0	0.0		0.0	
LOS	F	F	A		E	D		E	A		A	
Approach Delay			45.0			54.0		48.7				
Approach LOS			D			D		D				
Queue Length 50th (ft)	1	1	0		1	2		0	0		0	
Queue Length 95th (ft)	9	9	0		7	11		5	0		0	
Internal Link Dist (ft)			569			505		291			209	
Turn Bay Length (ft)												
Base Capacity (vph)	97	88	1213		37	471		651	1128		2066	
Starvation Cap Reductn	0	0	0		0	0		0	0		0	
Spillback Cap Reductn	0	0	0		0	0		0	0		0	
Storage Cap Reductn	0	0	0		0	0		0	0		0	
Reduced v/c Ratio	0.01	0.01	0.00		0.03	0.00		0.00	0.00		0.00	

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green
 Natural Cycle: 165
 Control Type: Pretimed
 Maximum v/c Ratio: 0.03
 Intersection Signal Delay: 43.1
 Intersection LOS: D
 Intersection Capacity Utilization 42.2%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 65: 7th St & Dunlap Ave



Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

































09/16/2020



Lane Group	SWL	SWR	SWR2
Control Delay	82.0	77.0	0.0
Queue Delay	0.0	0.0	0.0
Total Delay	82.0	77.0	0.0
LOS	F	E	A
Approach Delay	53.0		
Approach LOS	D		
Queue Length 50th (ft)	0	0	0
Queue Length 95th (ft)	4	3	0
Internal Link Dist (ft)	428		
Turn Bay Length (ft)	350		
Base Capacity (vph)	326	444	1146
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.00	0.00	0.00
Intersection Summary			

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	  			  	
Traffic Volume (vph)	181	947	346	274	1021	120	540	1667	296	158	911	102
Future Volume (vph)	181	947	346	274	1021	120	540	1667	296	158	911	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	1.00		0.95	0.99	0.99		0.98		0.96	1.00	0.99	
Frt			0.850		0.984				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4978	0	3433	5085	1583	1770	4968	0
Flt Permitted	0.116			0.142			0.950			0.139		
Satd. Flow (perm)	215	5085	1504	263	4978	0	3381	5085	1519	259	4968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			352		17				203		15	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		2675			580			605			313	
Travel Time (s)		182.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	29		33	33		29	49		22	22		49
Confl. Bikes (#/hr)			2			7						6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	986	360	285	1064	125	563	1736	308	165	949	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	986	360	285	1189	0	563	1736	308	165	1055	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Minimum Split (s)	9.5	37.6	37.6	9.5	37.6		10.3	32.3	32.3	9.5	32.3	
Total Split (s)	17.2	40.0	40.0	19.0	41.8		27.0	48.0	48.0	13.0	34.0	
Total Split (%)	14.3%	33.3%	33.3%	15.8%	34.8%		22.5%	40.0%	40.0%	10.8%	28.3%	
Maximum Green (s)	13.2	34.4	34.4	15.0	36.2		21.7	42.7	42.7	9.0	28.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

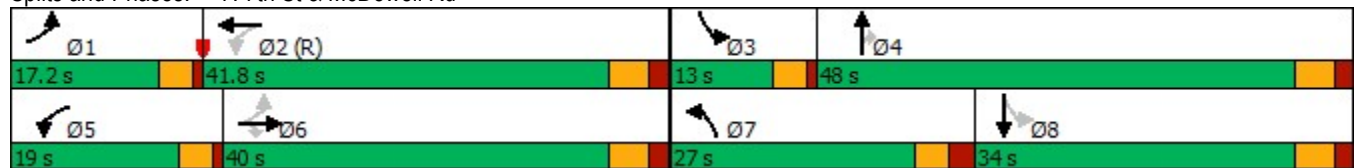
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	49.2	34.4	34.4	52.8	36.2		21.7	42.7	42.7	39.0	28.7	
Actuated g/C Ratio	0.41	0.29	0.29	0.44	0.30		0.18	0.36	0.36	0.32	0.24	
v/c Ratio	0.73	0.68	0.53	0.94	0.79		0.91	0.96	0.46	0.84	0.88	
Control Delay	42.6	40.7	6.9	65.8	42.2		68.0	51.6	12.3	67.6	43.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	42.6	40.7	6.9	65.8	42.2		68.0	51.6	12.3	67.6	43.2	
LOS	D	D	A	E	D		E	D	B	E	D	
Approach Delay		33.0			46.8			50.5			46.5	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	88	247	4	151	304		222	478	56	91	151	
Queue Length 95th (ft)	#193	298	81	#322	361		#322	#587	136	#202	#279	
Internal Link Dist (ft)		2595			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	259	1457	682	304	1513		620	1809	671	197	1199	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.73	0.68	0.53	0.94	0.79		0.91	0.96	0.46	0.84	0.88	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 45.1 Intersection LOS: D
 Intersection Capacity Utilization 98.6% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

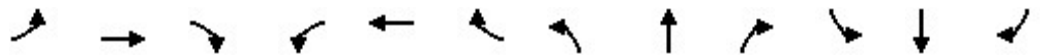
Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings

11: Palm Ln & 7th St

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↑↑↑			↑↔	
Traffic Volume (vph)	76	49	49	26	126	119	0	1961	39	0	1024	42
Future Volume (vph)	76	49	49	26	126	119	0	1961	39	0	1024	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.962			0.941			0.997			0.994	
Flt Protected		0.979			0.995							
Satd. Flow (prot)	0	1745	0	0	1726	0	0	6382	0	0	3504	0
Flt Permitted		0.728			0.960							
Satd. Flow (perm)	0	1294	0	0	1665	0	0	6382	0	0	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			7			5			5	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	7		2	2		7	18		6	6		18
Confl. Bikes (#/hr)			5						3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	78	50	50	27	129	121	0	2001	40	0	1045	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	277	0	0	2041	0	0	1088	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	25.8	25.8		25.8	25.8			23.6			23.6	
Total Split (s)	50.0	50.0		50.0	50.0			70.0			70.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%			58.3%			58.3%	
Maximum Green (s)	45.2	45.2		45.2	45.2			65.4			65.4	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			5.0			5.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		45.2			45.2			65.4			65.4	
Actuated g/C Ratio		0.38			0.38			0.54			0.54	
v/c Ratio		0.36			0.44			0.59			0.57	

Lanes, Volumes, Timings
11: Palm Ln & 7th St

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		26.4			29.9			10.6			28.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		26.4			29.9			10.6			28.3	
LOS		C			C			B			C	
Approach Delay		26.4			29.9			10.6			28.3	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		87			154			129			380	
Queue Length 95th (ft)		149			234			m151			395	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)												
Base Capacity (vph)		499			631			3480			1911	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.44			0.59			0.57	

Intersection Summary

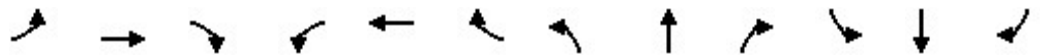
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 50
 Control Type: Pretimed
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 18.3
 Intersection LOS: B
 Intersection Capacity Utilization 66.6%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	103	87	43	140	27	0	2119	32	0	1045	93
Future Volume (vph)	107	103	87	43	140	27	0	2119	32	0	1045	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	115		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	0.99	0.99		0.99	1.00			1.00			1.00	
Fr _t		0.931			0.976			0.998			0.988	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	1709	0	1770	1811	0	0	6389	0	0	3482	0
Fl _t Permitted	0.574			0.536								
Satd. Flow (perm)	1061	1709	0	986	1811	0	0	6389	0	0	3482	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			7			4			15	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		1262			642			2652			1316	
Travel Time (s)		28.7			17.5			51.7			25.6	
Confl. Peds. (#/hr)	7		12	12		7	9		13	13		9
Confl. Bikes (#/hr)			3			2			3			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	108	92	45	147	28	0	2231	34	0	1100	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	200	0	45	175	0	0	2265	0	0	1198	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	29.0	29.0		29.0	29.0			23.6			23.6	
Total Split (s)	41.0	41.0		41.0	41.0			79.0			79.0	
Total Split (%)	34.2%	34.2%		34.2%	34.2%			65.8%			65.8%	
Maximum Green (s)	36.0	36.0		36.0	36.0			74.4			74.4	
Yellow Time (s)	3.2	3.2		3.2	3.2			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	36.0	36.0		36.0	36.0			74.4			74.4	
Actuated g/C Ratio	0.30	0.30		0.30	0.30			0.62			0.62	
v/c Ratio	0.36	0.37		0.15	0.32			0.57			0.55	
Control Delay	36.9	29.1		32.7	33.2			18.6			5.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	36.9	29.1		32.7	33.2			18.6			5.4	
LOS	D	C		C	C			B			A	
Approach Delay		31.9			33.1			18.6			5.4	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	69	98		26	101			395			70	
Queue Length 95th (ft)	124	166		57	163			399			145	
Internal Link Dist (ft)		1182			562			2572			1236	
Turn Bay Length (ft)	150			115								
Base Capacity (vph)	318	538		295	548			3962			2164	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.36	0.37		0.15	0.32			0.57			0.55	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB and 6:, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	16.5
Intersection LOS:	B
Intersection Capacity Utilization	76.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	1587	113	126	917	140	0	1844	219	0	907	103
Future Volume (vph)	178	1587	113	126	917	140	0	1844	219	0	907	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.990			0.980			0.984			0.985	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5024	0	1770	3457	0	0	6290	0	0	3472	0
Flt Permitted	0.092			0.085								
Satd. Flow (perm)	171	5024	0	158	3457	0	0	6290	0	0	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			17			28			11	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2660			641			1316			2652	
Travel Time (s)		51.8			12.5			25.6			51.7	
Confl. Peds. (#/hr)	9		13	13		9	20		8	8		20
Confl. Bikes (#/hr)			4			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	184	1636	116	130	945	144	0	1901	226	0	935	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1752	0	130	1089	0	0	2127	0	0	1041	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	30.1		9.5	30.1			31.2			31.2	
Total Split (s)	18.1	55.8		14.2	51.9			50.0			50.0	
Total Split (%)	15.1%	46.5%		11.8%	43.3%			41.7%			41.7%	
Maximum Green (s)	14.1	50.7		10.2	46.8			44.8			44.8	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5			1.6			1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		16.0			16.0			17.0			17.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

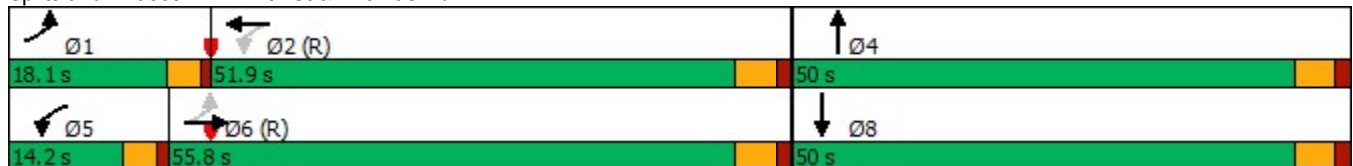
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	65.9	50.7		58.1	46.8			44.8			44.8	
Actuated g/C Ratio	0.55	0.42		0.48	0.39			0.37			0.37	
v/c Ratio	0.65	0.82		0.61	0.80			0.90			0.80	
Control Delay	32.5	34.6		33.4	37.4			21.5			59.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	32.5	34.6		33.4	37.4			21.5			59.9	
LOS	C	C		C	D			C			E	
Approach Delay		34.4			37.0			21.5			59.9	
Approach LOS		C			D			C			E	
Queue Length 50th (ft)	74	430		47	384			167			435	
Queue Length 95th (ft)	153	495		112	472			228			509	
Internal Link Dist (ft)		2580			561			1236			2572	
Turn Bay Length (ft)	270			225								
Base Capacity (vph)	281	2128		213	1358			2365			1303	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.65	0.82		0.61	0.80			0.90			0.80	

Intersection Summary

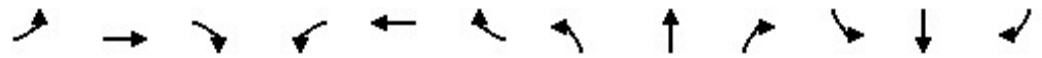
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 34.8
 Intersection LOS: C
 Intersection Capacity Utilization 82.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

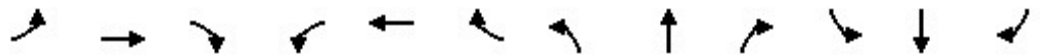
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	1025	61	187	986	123	0	2022	229	0	734	126
Future Volume (vph)	221	1025	61	187	986	123	0	2022	229	0	734	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.992			0.983			0.985			0.978	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3504	0	1770	3469	0	0	6289	0	0	3446	0
Flt Permitted	0.085			0.089								
Satd. Flow (perm)	158	3504	0	166	3469	0	0	6289	0	0	3446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			13			26			19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2757			659			2652			2640	
Travel Time (s)		53.7			12.8			51.7			51.4	
Confl. Peds. (#/hr)	7		12	12		7	10		11	11		10
Confl. Bikes (#/hr)			5			3			8			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	230	1068	64	195	1027	128	0	2106	239	0	765	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	1132	0	195	1155	0	0	2345	0	0	896	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	25.9		9.5	25.9			24.8			24.8	
Total Split (s)	19.0	51.7		17.3	50.0			51.0			51.0	
Total Split (%)	15.8%	43.1%		14.4%	41.7%			42.5%			42.5%	
Maximum Green (s)	15.0	46.8		13.3	45.1			46.2			46.2	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.2			1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.8			4.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		13.0			13.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

09/16/2020

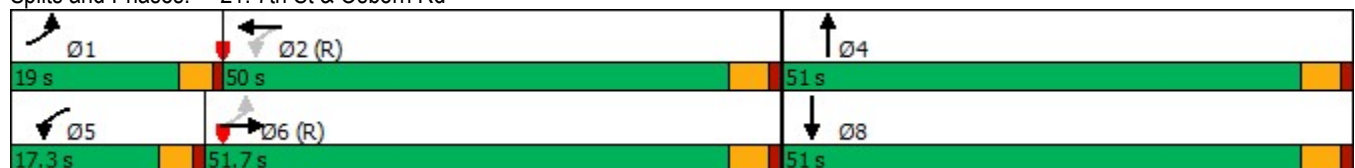


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	62.7	46.8		59.3	45.1			46.2			46.2	
Actuated g/C Ratio	0.52	0.39		0.49	0.38			0.38			0.38	
v/c Ratio	0.81	0.83		0.75	0.88			0.96			0.67	
Control Delay	50.7	39.0		45.0	43.7			63.6			47.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	50.7	39.0		45.0	43.7			63.6			47.2	
LOS	D	D		D	D			E			D	
Approach Delay		41.0			43.9			63.6			47.2	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	122	408		94	430			556			337	
Queue Length 95th (ft)	#252	500		#204	#530			#613			373	
Internal Link Dist (ft)		2677			579			2572			2560	
Turn Bay Length (ft)	150			160								
Base Capacity (vph)	284	1370		259	1311			2437			1338	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.81	0.83		0.75	0.88			0.96			0.67	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 51.5
 Intersection LOS: D
 Intersection Capacity Utilization 88.2%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
25: 7th St & Indian School Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	1446	78	125	760	73	0	2035	221	0	737	111
Future Volume (vph)	234	1446	78	125	760	73	0	2035	221	0	737	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	220		0	0		0	0		115
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.95	1.00
Ped Bike Factor		1.00			0.99			0.99				0.95
Frt		0.992			0.987			0.985				0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5032	0	1770	3467	0	0	6265	0	0	3539	1583
Flt Permitted	0.114			0.108								
Satd. Flow (perm)	212	5032	0	201	3467	0	0	6265	0	0	3539	1508
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			9			26				90
Link Speed (mph)		35			35			35				35
Link Distance (ft)		2656			639			2640				1221
Travel Time (s)		51.7			12.4			51.4				23.8
Confl. Peds. (#/hr)	41		22	22		41	21		36	36		21
Confl. Bikes (#/hr)			3			7			7			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	241	1491	80	129	784	75	0	2098	228	0	760	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	241	1571	0	129	859	0	0	2326	0	0	760	114
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								8
Minimum Split (s)	9.5	25.9		9.5	25.9			25.9			25.9	25.9
Total Split (s)	23.0	50.8		14.2	42.0			55.0			55.0	55.0
Total Split (%)	19.2%	42.3%		11.8%	35.0%			45.8%			45.8%	45.8%
Maximum Green (s)	19.0	45.9		10.2	37.1			50.1			50.1	50.1
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	3.6
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3			1.3	1.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	4.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	8.0
Flash Dont Walk (s)		13.0			13.0			13.0			13.0	13.0
Pedestrian Calls (#/hr)		0			0			0			0	0

Lanes, Volumes, Timings
25: 7th St & Indian School Rd

09/16/2020

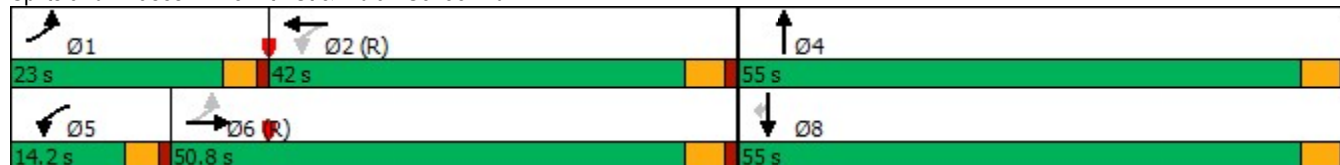


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	61.0	45.9		48.2	37.1			50.1			50.1	50.1
Actuated g/C Ratio	0.51	0.38		0.40	0.31			0.42			0.42	0.42
v/c Ratio	0.68	0.81		0.60	0.80			0.88			0.51	0.17
Control Delay	33.8	37.3		34.0	44.1			55.1			5.3	1.2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	33.8	37.3		34.0	44.1			55.1			5.3	1.2
LOS	C	D		C	D			E			A	A
Approach Delay		36.8			42.8			55.1			4.8	
Approach LOS		D			D			E			A	
Queue Length 50th (ft)	112	393		51	317			531			41	0
Queue Length 95th (ft)	204	456		110	397			m559			55	0
Internal Link Dist (ft)		2576			559			2560			1141	
Turn Bay Length (ft)	240			220								115
Base Capacity (vph)	354	1929		214	1078			2630			1477	682
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.68	0.81		0.60	0.80			0.88			0.51	0.17

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 40.2
 Intersection LOS: D
 Intersection Capacity Utilization 81.7%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: 7th St & Indian School Rd



Lanes, Volumes, Timings
29: 7th St & VA Med Center

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	0	35	1	1	0	0	2450	3	0	858	12
Future Volume (vph)	98	0	35	1	1	0	0	2450	3	0	858	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor					0.99			1.00			1.00	
Frt			0.850								0.998	
Flt Protected	0.950				0.976							
Satd. Flow (prot)	1770	0	1583	0	1818	0	0	6407	0	0	3530	0
Flt Permitted	0.757				0.976							
Satd. Flow (perm)	1410	0	1583	0	1799	0	0	6407	0	0	3530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36									2
Link Speed (mph)		15			15			35				35
Link Distance (ft)		245			470			1221				1430
Travel Time (s)		11.1			21.4			23.8				27.9
Confl. Peds. (#/hr)			13	13			5		15	15		5
Confl. Bikes (#/hr)									5			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	101	0	36	1	1	0	0	2526	3	0	885	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	0	36	0	2	0	0	2529	0	0	897	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	D.Pm		Prot	Perm	NA			NA			NA	
Protected Phases			2		2			1				1
Permitted Phases	2			2								
Minimum Split (s)	26.8		26.8	26.8	26.8			23.7			23.7	
Total Split (s)	35.0		35.0	35.0	35.0			85.0			85.0	
Total Split (%)	29.2%		29.2%	29.2%	29.2%			70.8%			70.8%	
Maximum Green (s)	30.2		30.2	30.2	30.2			80.3			80.3	
Yellow Time (s)	3.0		3.0	3.0	3.0			3.6			3.6	
All-Red Time (s)	1.8		1.8	1.8	1.8			1.1			1.1	
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	
Total Lost Time (s)	4.8		4.8		4.8			4.7			4.7	
Lead/Lag	Lag		Lag	Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes			Yes			Yes	
Walk Time (s)	8.0		8.0	8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	14.0		14.0	14.0	14.0			8.0			8.0	
Pedestrian Calls (#/hr)	0		0	0	0			0			0	
Act Effct Green (s)	30.2		30.2		30.2			80.3			80.3	
Actuated g/C Ratio	0.25		0.25		0.25			0.67			0.67	
v/c Ratio	0.29		0.08		0.00			0.59			0.38	

Lanes, Volumes, Timings
29: 7th St & VA Med Center

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	38.9		11.3		34.0			3.1			36.0	
Queue Delay	0.0		0.0		0.0			0.0			0.0	
Total Delay	38.9		11.3		34.0			3.1			36.0	
LOS	D		B		C			A			D	
Approach Delay		31.6			34.0			3.1			36.0	
Approach LOS		C			C			A			D	
Queue Length 50th (ft)	63		0		1			63			350	
Queue Length 95th (ft)	115		27		8			76			m357	
Internal Link Dist (ft)		165			390			1141			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	354		425		452			4287			2362	
Starvation Cap Reductn	0		0		0			0			0	
Spillback Cap Reductn	0		0		0			0			0	
Storage Cap Reductn	0		0		0			0			0	
Reduced v/c Ratio	0.29		0.08		0.00			0.59			0.38	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 12.5
 Intersection LOS: B
 Intersection Capacity Utilization 58.5%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: 7th St & VA Med Center



Lanes, Volumes, Timings
32: 7th St & Campbell Ave

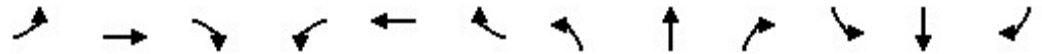
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↑↑↑			↕	
Traffic Volume (vph)	14	0	12	2	2	2	0	2542	7	0	827	11
Future Volume (vph)	14	0	12	2	2	2	0	2542	7	0	827	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00	0.96		1.00			1.00			1.00	
Frt		0.991	0.850		0.955						0.998	
Flt Protected		0.955			0.984							
Satd. Flow (prot)	0	1671	1504	0	1750	0	0	6407	0	0	3530	0
Flt Permitted		0.825			0.955							
Satd. Flow (perm)	0	1444	1450	0	1691	0	0	6407	0	0	3530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56	56		2			1			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		147			168			1430			1318	
Travel Time (s)		3.3			3.8			27.9			25.7	
Confl. Peds. (#/hr)			8	8			3		11	11		3
Confl. Bikes (#/hr)			9						8			9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	0	13	2	2	2	0	2733	8	0	889	12
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	0	16	12	0	6	0	0	2741	0	0	901	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA			NA			NA	
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2								
Minimum Split (s)	26.1	26.1	26.1	23.1	23.1			23.6			23.6	
Total Split (s)	26.9	26.9	26.9	26.9	26.9			57.4			35.7	
Total Split (%)	22.4%	22.4%	22.4%	22.4%	22.4%			47.8%			29.8%	
Maximum Green (s)	21.8	21.8	21.8	21.8	21.8			52.8			31.1	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0			3.6			3.6	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1			1.0			1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.1	5.1		5.1			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0	8.0					8.0			8.0	
Flash Dont Walk (s)	13.0	13.0	13.0					8.0			8.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		21.8	21.8		21.8			52.8			31.1	
Actuated g/C Ratio		0.18	0.18		0.18			0.44			0.26	
v/c Ratio		0.05	0.04		0.02			0.97			0.98	

Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020

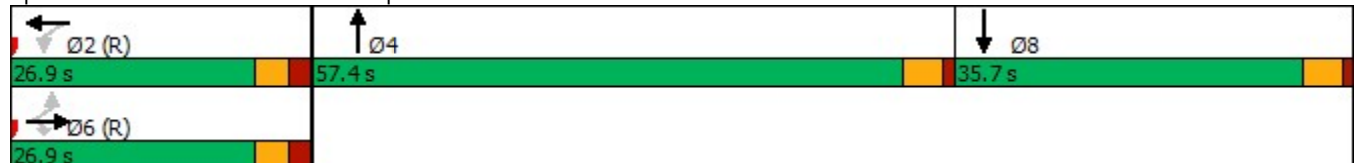


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		0.3	0.3		34.8			55.6			72.9	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		0.3	0.3		34.8			55.6			72.9	
LOS		A	A		C			E			E	
Approach Delay		0.3			34.8			55.6			72.9	
Approach LOS		A			C			E			E	
Queue Length 50th (ft)		0	0		3			651			314	
Queue Length 95th (ft)		0	0		15			#711			#495	
Internal Link Dist (ft)		67			88			1350			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		308	309		308			2819			915	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.05	0.04		0.02			0.97			0.98	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 59.4
 Intersection LOS: E
 Intersection Capacity Utilization 62.5%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 32: 7th St & Campbell Ave



Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	51	13	170	73	195	0	2446	89	0	640	67
Future Volume (vph)	46	51	13	170	73	195	0	2446	89	0	640	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	0.98				0.96			1.00			0.99	
Frt		0.970			0.891			0.995			0.986	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1807	0	1770	1593	0	0	6358	0	0	3457	0
Flt Permitted	0.450			0.712								
Satd. Flow (perm)	819	1807	0	1326	1593	0	0	6358	0	0	3457	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			2			10			15	
Link Speed (mph)		15			25			35			35	
Link Distance (ft)		549			655			1318			1333	
Travel Time (s)		25.0			17.9			25.7			26.0	
Confl. Peds. (#/hr)	27					27	21		16	16		21
Confl. Bikes (#/hr)									2			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	49	55	14	183	78	210	0	2630	96	0	688	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	69	0	183	288	0	0	2726	0	0	760	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	27.4	27.4		27.4	27.4			23.6			23.6	
Total Split (s)	47.0	47.0		47.0	47.0			73.0			73.0	
Total Split (%)	39.2%	39.2%		39.2%	39.2%			60.8%			60.8%	
Maximum Green (s)	41.6	41.6		41.6	41.6			68.4			68.4	
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.4	5.4		5.4	5.4			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			8.0			8.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
38: 7th St & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶		↶	↶↶			↶↶↶			↶↶	
Traffic Volume (vph)	103	1202	128	87	1196	61	0	2125	240	0	567	226
Future Volume (vph)	103	1202	128	87	1196	61	0	2125	240	0	567	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			0.99	
Frt		0.986			0.993			0.985			0.957	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4992	0	1770	3506	0	0	6284	0	0	3358	0
Flt Permitted	0.083			0.092								
Satd. Flow (perm)	155	4992	0	171	3506	0	0	6284	0	0	3358	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			5			27			59	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2659			669			1333			2651	
Travel Time (s)		51.8			13.0			26.0			51.6	
Confl. Peds. (#/hr)	22		21	21		22	11		18	18		11
Confl. Bikes (#/hr)			2			1			4			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	106	1239	132	90	1233	63	0	2191	247	0	585	233
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	1371	0	90	1296	0	0	2438	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	26.9		12.5	26.9			26.9			26.9	
Total Split (s)	11.0	53.0		14.0	56.0			53.0			53.0	
Total Split (%)	9.2%	44.2%		11.7%	46.7%			44.2%			44.2%	
Maximum Green (s)	7.0	48.1		10.0	51.1			48.1			48.1	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3			1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
38: 7th St & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	56.0	48.1		62.0	51.1			48.1			48.1	
Actuated g/C Ratio	0.47	0.40		0.52	0.43			0.40			0.40	
v/c Ratio	0.64	0.68		0.41	0.87			0.96			0.59	
Control Delay	36.4	31.3		20.0	38.7			47.4			50.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	36.4	31.3		20.0	38.7			47.4			50.5	
LOS	D	C		B	D			D			D	
Approach Delay		31.7			37.5			47.4			50.5	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	40	312		34	470			351			315	
Queue Length 95th (ft)	#102	367		61	572			#481			387	
Internal Link Dist (ft)		2579			589			1253			2571	
Turn Bay Length (ft)	230			160								
Base Capacity (vph)	166	2011		221	1495			2535			1381	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.64	0.68		0.41	0.87			0.96			0.59	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 41.8
 Intersection LOS: D
 Intersection Capacity Utilization 87.3%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 38: 7th St & Camelback Rd



Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	527	63	117	1085	146	0	2231	116	0	582	142
Future Volume (vph)	192	527	63	117	1085	146	0	2231	116	0	582	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			0.99	
Frt		0.984			0.982			0.993			0.971	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3475	0	1770	3465	0	0	6352	0	0	3402	0
Flt Permitted	0.080			0.353								
Satd. Flow (perm)	149	3475	0	656	3465	0	0	6352	0	0	3402	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			14			10			29	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		2651			674			2651			2642	
Travel Time (s)		51.6			13.1			51.6			45.0	
Confl. Peds. (#/hr)	7		5	5		7	21		11	11		21
Confl. Bikes (#/hr)						2			3			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	200	549	66	122	1130	152	0	2324	121	0	606	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	615	0	122	1282	0	0	2445	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	26.9		12.5	26.9			24.1			24.1	
Total Split (s)	16.0	55.0		13.0	52.0			52.0			52.0	
Total Split (%)	13.3%	45.8%		10.8%	43.3%			43.3%			43.3%	
Maximum Green (s)	12.0	50.1		9.0	47.1			46.9			46.9	
Yellow Time (s)	3.0	3.6		3.0	3.6			4.0			4.0	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	63.0	50.1		57.0	47.1			46.9			46.9	
Actuated g/C Ratio	0.52	0.42		0.48	0.39			0.39			0.39	
v/c Ratio	0.83	0.42		0.31	0.94			0.98			0.56	
Control Delay	55.2	25.2		16.5	48.4			69.2			37.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	55.2	25.2		16.5	48.4			69.2			37.9	
LOS	E	C		B	D			E			D	
Approach Delay		32.6			45.6			69.2			37.9	
Approach LOS		C			D			E			D	
Queue Length 50th (ft)	100	170		46	491			586			200	
Queue Length 95th (ft)	#229	221		78	#642			m#628			270	
Internal Link Dist (ft)		2571			594			2571			2562	
Turn Bay Length (ft)	180			150								
Base Capacity (vph)	240	1458		395	1368			2488			1347	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.83	0.42		0.31	0.94			0.98			0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 53.2 Intersection LOS: D
 Intersection Capacity Utilization 91.4% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 41: 7th St & Missouri Ave



Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

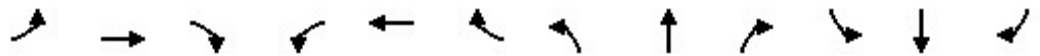
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1014	122	113	1131	87	0	2128	275	0	499	127
Future Volume (vph)	114	1014	122	113	1131	87	0	2128	275	0	499	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00			1.00			0.99	
Frt		0.984			0.989			0.983				0.970
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4982	0	1770	3492	0	0	6276	0	0	3405	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1763	4982	0	1759	3492	0	0	6276	0	0	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			8			32				31
Link Speed (mph)		40			40			40				40
Link Distance (ft)		3809			800			2642				1324
Travel Time (s)		64.9			13.6			45.0				22.6
Confl. Peds. (#/hr)	14		21	21		14	16		12	12		16
Confl. Bikes (#/hr)						1			2			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	118	1045	126	116	1166	90	0	2194	284	0	514	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	1171	0	116	1256	0	0	2478	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA			NA				NA
Protected Phases	1	6		5	2			4				8
Permitted Phases												
Minimum Split (s)	10.1	31.3		10.1	30.3			27.1				27.1
Total Split (s)	15.0	46.2		20.8	52.0			53.0				53.0
Total Split (%)	12.5%	38.5%		17.3%	43.3%			44.2%				44.2%
Maximum Green (s)	9.9	40.9		15.7	46.7			47.9				47.9
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0				4.0
All-Red Time (s)	2.1	1.3		2.1	1.3			1.1				1.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)	5.1	5.3		5.1	5.3			5.1				5.1
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			8.0			8.0				8.0
Flash Dont Walk (s)		17.0			17.0			14.0				14.0
Pedestrian Calls (#/hr)		0			0			0				0

Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	9.9	40.9		15.7	46.7			47.9			47.9	
Actuated g/C Ratio	0.08	0.34		0.13	0.39			0.40			0.40	
v/c Ratio	0.81	0.68		0.50	0.92			0.98			0.47	
Control Delay	91.2	35.9		56.8	46.8			68.1			23.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	91.2	35.9		56.8	46.8			68.1			23.6	
LOS	F	D		E	D			E			C	
Approach Delay		41.0			47.6			68.1			23.6	
Approach LOS		D			D			E			C	
Queue Length 50th (ft)	91	279		85	479			568			115	
Queue Length 95th (ft)	#195	332		147	#623			m#587			172	
Internal Link Dist (ft)		3729			720			2562			1244	
Turn Bay Length (ft)	230			240								
Base Capacity (vph)	146	1710		231	1363			2524			1377	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.81	0.68		0.50	0.92			0.98			0.47	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 52.2 Intersection LOS: D
 Intersection Capacity Utilization 88.9% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 44: 7th St & Bethany Home Rd



Lanes, Volumes, Timings
47: 7th St & Rose Ln

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	28	14	25	66	46	0	2242	62	0	594	27
Future Volume (vph)	16	28	14	25	66	46	0	2242	62	0	594	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.968			0.955			0.996			0.993	
Flt Protected		0.987			0.991							
Satd. Flow (prot)	0	1771	0	0	1752	0	0	6375	0	0	3509	0
Flt Permitted		0.919			0.946							
Satd. Flow (perm)	0	1647	0	0	1671	0	0	6375	0	0	3509	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			7			9			8	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		542			562			1324			1318	
Travel Time (s)		14.8			15.3			22.6			22.5	
Confl. Peds. (#/hr)	4		4	4		4	4		5	5		4
Confl. Bikes (#/hr)			3						1			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	16	29	14	26	68	47	0	2311	64	0	612	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	141	0	0	2375	0	0	640	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	26.8	26.8		26.8	26.8			24.0			24.0	
Total Split (s)	38.0	38.0		38.0	38.0			82.0			82.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%			68.3%			68.3%	
Maximum Green (s)	33.2	33.2		33.2	33.2			77.0			77.0	
Yellow Time (s)	3.0	3.0		3.0	3.0			4.0			4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			6.0			6.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		33.2			33.2			77.0			77.0	
Actuated g/C Ratio		0.28			0.28			0.64			0.64	
v/c Ratio		0.13			0.30			0.58			0.28	

Lanes, Volumes, Timings
47: 7th St & Rose Ln

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		27.1			34.6			3.0			17.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		27.1			34.6			3.0			17.9	
LOS		C			C			A			B	
Approach Delay		27.1			34.6			3.0			17.9	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		27			82			47			155	
Queue Length 95th (ft)		61			140			m58			162	
Internal Link Dist (ft)		462			482			1244			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		465			467			4093			2254	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.30			0.58			0.28	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	7.8
Intersection LOS:	A
Intersection Capacity Utilization:	60.0%
ICU Level of Service:	B
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 47: 7th St & Rose Ln



Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	220	32	80	460	68	0	2076	75	0	601	52
Future Volume (vph)	52	220	32	80	460	68	0	2076	75	0	601	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			1.00	
Frt		0.981			0.981			0.995			0.988	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1823	0	1770	1822	0	0	6370	0	0	3489	0
Flt Permitted	0.269			0.534								
Satd. Flow (perm)	501	1823	0	992	1822	0	0	6370	0	0	3489	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			1			7			10	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		2639			577			1318			2655	
Travel Time (s)		51.4			11.2			22.5			45.3	
Confl. Peds. (#/hr)	7		3	3		7	1		2	2		1
Confl. Bikes (#/hr)			3									6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	54	229	33	83	479	71	0	2163	78	0	626	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	262	0	83	550	0	0	2241	0	0	680	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2								
Minimum Split (s)	26.9	26.9		26.9	26.9			24.0			24.0	
Total Split (s)	61.0	61.0		61.0	61.0			59.0			59.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%			49.2%			49.2%	
Maximum Green (s)	56.1	56.1		56.1	56.1			54.0			54.0	
Yellow Time (s)	3.6	3.6		3.6	3.6			4.0			4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			7.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020

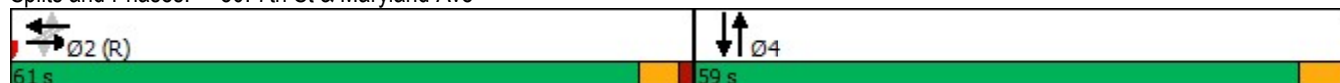


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	56.1	56.1		56.1	56.1			54.0			54.0	
Actuated g/C Ratio	0.47	0.47		0.47	0.47			0.45			0.45	
v/c Ratio	0.23	0.31		0.18	0.65			0.78			0.43	
Control Delay	22.5	20.4		19.9	28.7			30.9			17.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	22.5	20.4		19.9	28.7			30.9			17.8	
LOS	C	C		B	C			C			B	
Approach Delay		20.8			27.5			30.9			17.8	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	24	119		36	316			296			110	
Queue Length 95th (ft)	55	180		70	441			322			181	
Internal Link Dist (ft)		2559			497			1238			2575	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	234	856		463	852			2870			1575	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.23	0.31		0.18	0.65			0.78			0.43	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	27.2
Intersection LOS:	C
Intersection Capacity Utilization:	77.1%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 50: 7th St & Maryland Ave



Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↑↑↑			↑↑	
Traffic Volume (vph)	154	1087	60	160	1540	78	0	1865	162	0	573	112
Future Volume (vph)	154	1087	60	160	1540	78	0	1865	162	0	573	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			0.99	
Frt		0.992			0.993			0.988			0.976	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5038	0	1770	5040	0	0	6313	0	0	3434	0
Flt Permitted	0.086			0.133								
Satd. Flow (perm)	160	5038	0	247	5040	0	0	6313	0	0	3434	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			8			18			21	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2642			650			2655			5269	
Travel Time (s)		45.0			11.1			45.3			89.8	
Confl. Peds. (#/hr)	17		6	6		17	16		16	16		16
Confl. Bikes (#/hr)			4			2			2			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	157	1109	61	163	1571	80	0	1903	165	0	585	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	1170	0	163	1651	0	0	2068	0	0	699	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	27.1		9.5	27.1			30.3			30.3	
Total Split (s)	17.0	51.4		19.6	54.0			49.0			49.0	
Total Split (%)	14.2%	42.8%		16.3%	45.0%			40.8%			40.8%	
Maximum Green (s)	13.0	46.3		15.6	48.9			43.7			43.7	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.3			1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.3			5.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			9.0			9.0	
Flash Dont Walk (s)		14.0			14.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020

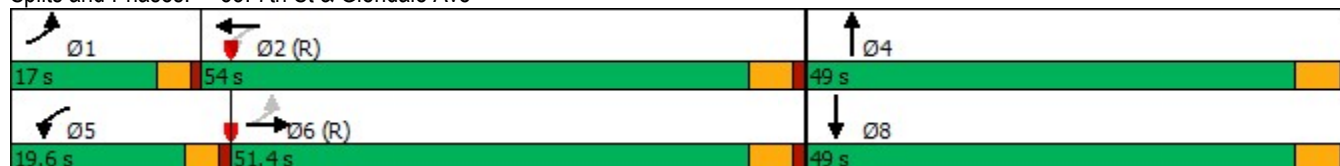


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	60.4	46.3		65.6	48.9			43.7			43.7	
Actuated g/C Ratio	0.50	0.39		0.55	0.41			0.36			0.36	
v/c Ratio	0.62	0.60		0.49	0.80			0.90			0.55	
Control Delay	33.6	30.8		18.8	34.8			59.9			23.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	33.6	30.8		18.8	34.8			59.9			23.9	
LOS	C	C		B	C			E			C	
Approach Delay		31.2			33.4			59.9			23.9	
Approach LOS		C			C			E			C	
Queue Length 50th (ft)	62	260		59	404			493			258	
Queue Length 95th (ft)	137	309		99	467			531			335	
Internal Link Dist (ft)		2562			570			2575			5189	
Turn Bay Length (ft)	160			240								
Base Capacity (vph)	254	1948		333	2058			2310			1263	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.62	0.60		0.49	0.80			0.90			0.55	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	41.0
Intersection LOS:	D
Intersection Capacity Utilization	82.0%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 53: 7th St & Glendale Ave



Lanes, Volumes, Timings
56: 7th St & Northern Ave

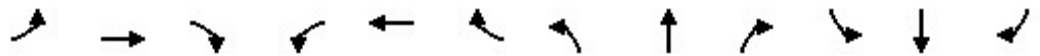
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	1049	57	65	1625	247	0	1795	158	0	557	183
Future Volume (vph)	163	1049	57	65	1625	247	0	1795	158	0	557	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			0.99	
Frt		0.992			0.980			0.988			0.963	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3508	0	1770	4968	0	0	6318	0	0	3387	0
Flt Permitted	0.069			0.141								
Satd. Flow (perm)	129	3508	0	263	4968	0	0	6318	0	0	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			27			18			40	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2632			643			5269			2824	
Travel Time (s)		44.9			11.0			89.8			48.1	
Confl. Peds. (#/hr)	6		2	2		6	7		6	6		7
Confl. Bikes (#/hr)			1						4			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	172	1104	60	68	1711	260	0	1889	166	0	586	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1164	0	68	1971	0	0	2055	0	0	779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Minimum Split (s)	9.5	24.1		9.5	24.1			24.1			24.1	
Total Split (s)	15.0	63.2		10.8	59.0			46.0			46.0	
Total Split (%)	12.5%	52.7%		9.0%	49.2%			38.3%			38.3%	
Maximum Green (s)	11.0	58.1		6.8	53.9			40.9			40.9	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Lanes, Volumes, Timings
56: 7th St & Northern Ave

09/16/2020

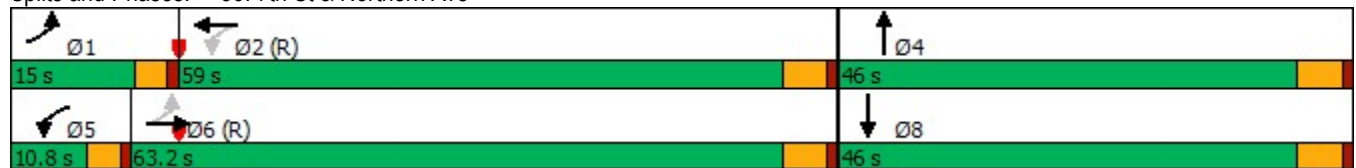


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	70.0	58.1		61.8	53.9			40.9			40.9	
Actuated g/C Ratio	0.58	0.48		0.52	0.45			0.34			0.34	
v/c Ratio	0.76	0.68		0.31	0.88			0.95			0.66	
Control Delay	46.6	26.3		15.0	35.2			42.8			60.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	46.6	26.3		15.0	35.2			42.8			60.9	
LOS	D	C		B	D			D			E	
Approach Delay		28.9			34.5			42.8			60.9	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	78	353		22	491			488			298	
Queue Length 95th (ft)	#187	432		42	564			#545			363	
Internal Link Dist (ft)		2552			563			5189			2744	
Turn Bay Length (ft)	250			240								
Base Capacity (vph)	225	1701		220	2246			2165			1180	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.76	0.68		0.31	0.88			0.95			0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 39.4
 Intersection LOS: D
 Intersection Capacity Utilization 86.5%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 56: 7th St & Northern Ave



Lanes, Volumes, Timings
59: 7th St & Butler Dr

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↑↑↑			↑↑	
Traffic Volume (vph)	18	41	9	53	58	138	0	1995	67	0	683	25
Future Volume (vph)	18	41	9	53	58	138	0	1995	67	0	683	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			0.99			1.00			1.00	
Frt		0.982			0.925			0.995			0.995	
Flt Protected		0.987			0.989							
Satd. Flow (prot)	0	1802	0	0	1691	0	0	6368	0	0	3518	0
Flt Permitted		0.902			0.924							
Satd. Flow (perm)	0	1647	0	0	1579	0	0	6368	0	0	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			6			8			5	
Link Speed (mph)		25			25			40			35	
Link Distance (ft)		609			391			2824			1327	
Travel Time (s)		16.6			10.7			48.1			25.9	
Confl. Peds. (#/hr)	1		1	1		1	2		7	7		2
Confl. Bikes (#/hr)									2			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	18	42	9	54	59	141	0	2036	68	0	697	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	254	0	0	2104	0	0	723	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	23.8	23.8		23.8	23.8			31.0			31.0	
Total Split (s)	50.0	50.0		50.0	50.0			70.0			70.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%			58.3%			58.3%	
Maximum Green (s)	45.2	45.2		45.2	45.2			65.0			65.0	
Yellow Time (s)	3.0	3.0		3.0	3.0			4.0			4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			15.0			15.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			8.0			8.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		45.2			45.2			65.0			65.0	
Actuated g/C Ratio		0.38			0.38			0.54			0.54	
v/c Ratio		0.11			0.42			0.61			0.38	

Lanes, Volumes, Timings

59: 7th St & Butler Dr

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		22.5			29.8			37.4			11.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.5			29.8			37.4			11.1	
LOS		C			C			D			B	
Approach Delay		22.5			29.8			37.4			11.1	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)		31			141			392			82	
Queue Length 95th (ft)		64			217			m419			99	
Internal Link Dist (ft)		529			311			2744			1247	
Turn Bay Length (ft)												
Base Capacity (vph)		624			598			3453			1907	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.42			0.61			0.38	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 55
 Control Type: Pretimed
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 30.4
 Intersection LOS: C
 Intersection Capacity Utilization 56.3%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 59: 7th St & Butler Dr



Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	62	20	21	64	23	0	2205	16	0	672	23
Future Volume (vph)	33	62	20	21	64	23	0	2205	16	0	672	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	110		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	0.98	1.00		1.00	0.99			1.00			1.00	
Fr _t		0.963			0.960			0.999			0.995	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	1787	0	1770	1771	0	0	6400	0	0	3517	0
Fl _t Permitted	0.697			0.701								
Satd. Flow (perm)	1270	1787	0	1302	1771	0	0	6400	0	0	3517	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			10			2			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		703			685			1327			993	
Travel Time (s)		19.2			18.7			25.9			19.3	
Confl. Peds. (#/hr)	14		2	2		14	4		4	4		4
Confl. Bikes (#/hr)									3			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	34	65	21	22	67	24	0	2297	17	0	700	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	86	0	22	91	0	0	2314	0	0	724	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	24.8	24.8		24.8	24.8			23.6			23.6	
Total Split (s)	34.0	34.0		34.0	34.0			86.0			86.0	
Total Split (%)	28.3%	28.3%		28.3%	28.3%			71.7%			71.7%	
Maximum Green (s)	29.2	29.2		29.2	29.2			81.4			81.4	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	9.0	9.0		9.0	9.0			8.0			8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			7.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	29.2	29.2		29.2	29.2			81.4			81.4	
Actuated g/C Ratio	0.24	0.24		0.24	0.24			0.68			0.68	
v/c Ratio	0.11	0.19		0.07	0.21			0.53			0.30	
Control Delay	36.6	31.9		35.9	33.6			5.3			8.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	36.6	31.9		35.9	33.6			5.3			8.1	
LOS	D	C		D	C			A			A	
Approach Delay		33.2			34.1			5.3			8.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	21	45		13	50			125			107	
Queue Length 95th (ft)	49	90		36	96			127			136	
Internal Link Dist (ft)		623			605			1247			913	
Turn Bay Length (ft)	120			110								
Base Capacity (vph)	309	444		316	438			4341			2387	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.11	0.19		0.07	0.21			0.53			0.30	

Intersection Summary

























Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization:	56.7%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 62: 7th St & Alice Ave



Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020

												
Lane Group	EBL2	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0			0	0		350	0	
Storage Lanes		2		1			1	1		2	4	
Taper Length (ft)		25		25				25		25		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	0.86	0.86	1.00	0.95	0.97	0.76	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	1863	1695	3390	1863	1863	4806	1602	1863	3539	3614	4247	1863
Flt Permitted												
Satd. Flow (perm)	1863	1695	3390	1863	1863	4806	1602	1863	3539	3614	4247	1863
Right Turn on Red												
												Yes
Satd. Flow (RTOR)												
Link Speed (mph)			35		30	35			35	40		
Link Distance (ft)			649		585	371			289	508		
Travel Time (s)			12.6		13.3	7.2			5.6	8.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)		0%					0%					
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Left	Left	Right	Left	Left	Left	Right	Right
Median Width(ft)			24		24	12			12	24		
Link Offset(ft)			0		0	0			0	0		
Crosswalk Width(ft)			16		16	16			16	16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		15			9	15		15	9	9
Turn Type	Prot	Prot		Perm			Perm	Perm		Prot	Prot	Prot
Protected Phases	9	9	4!		6!	8!			2!	3!	10	10
Permitted Phases				6!			8!	2!				
Minimum Split (s)	12.5	12.5	29.4	31.2	31.2	35.8	35.8	35.8	35.8	12.5	29.4	29.4
Total Split (s)	22.5	22.5	39.4	76.2	76.2	61.9	61.9	46.7	46.7	22.5	39.4	39.4
Total Split (%)	11.3%	11.3%	19.7%	38.1%	38.1%	31.0%	31.0%	23.4%	23.4%	11.3%	19.7%	19.7%
Maximum Green (s)	17.5	17.5	33.0	70.0	70.0	55.1	55.1	39.9	39.9	16.5	33.0	33.0
Yellow Time (s)	3.0	3.0	4.0	3.2	3.2	3.6	3.6	3.6	3.6	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.4	3.0	3.0	3.2	3.2	3.2	3.2	2.0	2.4	2.4
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	0.0
Total Lost Time (s)	5.0	5.0	6.4	6.2	6.2	6.8	6.8	6.8	6.8	6.0	6.4	6.4
Lead/Lag	Lead	Lead	Lag					Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes	Yes	Yes	Yes
Walk Time (s)			7.0	7.0	7.0	18.0	18.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)			16.0	18.0	18.0	11.0	11.0	22.0	22.0		16.0	16.0
Pedestrian Calls (#/hr)			0	0	0	0	0	0	0		0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												

Lane Group	Ø1
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Minimum Split (s)	19.5
Total Split (s)	29.5
Total Split (%)	15%
Maximum Green (s)	25.5
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020

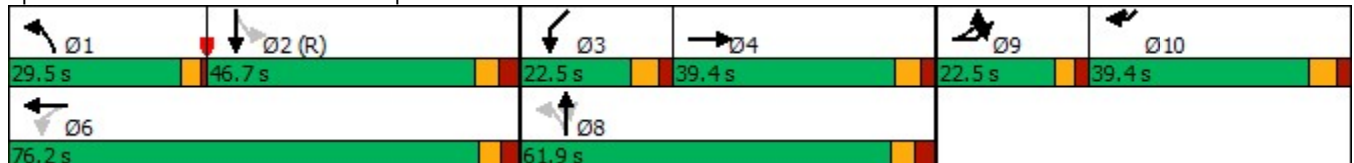


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SWL	SWR	SWR2
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)			569		505	291			209	428		
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type:	Other
Cycle Length:	200
Actuated Cycle Length:	200
Offset:	0 (0%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle:	140
Control Type:	Pretimed
Maximum v/c Ratio:	0.00
Intersection Signal Delay:	0.0
Intersection LOS:	A
Intersection Capacity Utilization:	0.0%
ICU Level of Service:	A
Analysis Period (min):	15
! Phase conflict between lane groups.	

































Splits and Phases: 65: 7th St & Dunlap Ave



Lane Group	Ø1
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	  			  	
Traffic Volume (vph)	122	801	351	289	714	38	641	1116	311	253	1311	69
Future Volume (vph)	122	801	351	289	714	38	641	1116	311	253	1311	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.99		0.94	0.99	1.00		0.99		0.94	0.99	1.00	
Frt			0.850		0.992				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5035	0	3433	5085	1583	1770	5028	0
Flt Permitted	0.214			0.190			0.950			0.144		
Satd. Flow (perm)	396	5085	1487	350	5035	0	3408	5085	1485	266	5028	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			364		7				282		6	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		2675			580			605			313	
Travel Time (s)		182.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	21		43	43		21	40		38	38		40
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	127	834	366	301	744	40	668	1163	324	264	1366	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	834	366	301	784	0	668	1163	324	264	1438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Minimum Split (s)	25.0	37.6	37.6	25.0	37.6		30.0	32.3	32.3	25.0	35.0	
Total Split (s)	23.0	36.0	36.0	23.0	36.0		28.0	38.0	38.0	23.0	33.0	
Total Split (%)	19.2%	30.0%	30.0%	19.2%	30.0%		23.3%	31.7%	31.7%	19.2%	27.5%	
Maximum Green (s)	19.0	30.4	30.4	19.0	30.4		22.7	32.7	32.7	19.0	27.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

09/16/2020

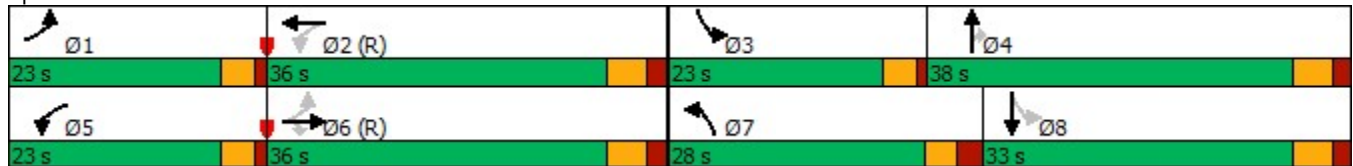


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	51.0	30.4	30.4	51.0	30.4		22.7	32.7	32.7	48.0	27.7	
Actuated g/C Ratio	0.42	0.25	0.25	0.42	0.25		0.19	0.27	0.27	0.40	0.23	
v/c Ratio	0.33	0.65	0.56	0.81	0.61		1.03	0.84	0.53	0.77	1.23	
Control Delay	21.6	42.8	7.5	42.0	41.6		90.8	47.7	10.0	62.8	139.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.6	42.8	7.5	42.0	41.6		90.8	47.7	10.0	62.8	139.6	
LOS	C	D	A	D	D		F	D	A	E	F	
Approach Delay		31.0			41.7			55.4			127.7	
Approach LOS		C			D			E			F	
Queue Length 50th (ft)	56	212	1	149	195		~285	311	24	166	~486	
Queue Length 95th (ft)	95	260	81	#285	241		#404	369	107	#274	#588	
Internal Link Dist (ft)		2595			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	385	1288	648	373	1280		649	1385	609	344	1165	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.33	0.65	0.56	0.81	0.61		1.03	0.84	0.53	0.77	1.23	

Intersection Summary

















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 67.5 Intersection LOS: E
 Intersection Capacity Utilization 104.8% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	20	22	39	59	12	8	1149	30	4	1648	100
Future Volume (vph)	6	20	22	39	59	12	8	1149	30	4	1648	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.939			0.985			0.996			0.991	
Flt Protected		0.993			0.983							
Satd. Flow (prot)	0	1719	0	0	1800	0	0	5062	0	0	5020	0
Flt Permitted		0.969			0.887			0.915			0.937	
Satd. Flow (perm)	0	1677	0	0	1619	0	0	4631	0	0	4704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			5			7			17	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	2		6	6		2	10		1	1		10
Confl. Bikes (#/hr)			1			2			1			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	22	24	42	64	13	9	1249	33	4	1791	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	119	0	0	1291	0	0	1904	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	25.8	25.8		25.8	25.8		23.6	23.6		23.6	23.6	
Total Split (s)	34.0	34.0		34.0	34.0		86.0	86.0		86.0	86.0	
Total Split (%)	28.3%	28.3%		28.3%	28.3%		71.7%	71.7%		71.7%	71.7%	
Maximum Green (s)	29.2	29.2		29.2	29.2		81.4	81.4		81.4	81.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		5.0	5.0		5.0	5.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		29.2			29.2			81.4			81.4	
Actuated g/C Ratio		0.24			0.24			0.68			0.68	
v/c Ratio		0.12			0.30			0.41			0.60	

Lanes, Volumes, Timings

11: Palm Ln & 7th St

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		23.0			37.9			4.7			16.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.0			37.9			4.7			16.0	
LOS		C			D			A			B	
Approach Delay		23.0			37.9			4.7			16.0	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)		17			72			38			393	
Queue Length 95th (ft)		51			127			63			414	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)												
Base Capacity (vph)		426			397			3143			3196	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.30			0.41			0.60	

Intersection Summary





















Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	12.5
Intersection LOS:	B
Intersection Capacity Utilization:	62.2%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	47	45	68	134	21	7	900	132	2	1734	124
Future Volume (vph)	25	47	45	68	134	21	7	900	132	2	1734	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	115		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	1.00			0.99			1.00	
Frt		0.926			0.979			0.981			0.990	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1705	0	1770	1818	0	0	4963	0	0	5019	0
Flt Permitted	0.540			0.676				0.913			0.939	
Satd. Flow (perm)	999	1705	0	1246	1818	0	0	4531	0	0	4713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			6			49			21	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		1262			642			2652			1316	
Travel Time (s)		28.7			17.5			51.7			25.6	
Confl. Peds. (#/hr)	6		8	8		6	8		6	6		8
Confl. Bikes (#/hr)						1			4			4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	53	51	76	151	24	8	1011	148	2	1948	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	104	0	76	175	0	0	1167	0	0	2089	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	29.0	29.0		29.0	29.0		23.6	23.6		23.6	23.6	
Total Split (s)	34.0	34.0		34.0	34.0		86.0	86.0		86.0	86.0	
Total Split (%)	28.3%	28.3%		28.3%	28.3%		71.7%	71.7%		71.7%	71.7%	
Maximum Green (s)	29.0	29.0		29.0	29.0		81.4	81.4		81.4	81.4	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	29.0	29.0		29.0	29.0			81.4			81.4	
Actuated g/C Ratio	0.24	0.24		0.24	0.24			0.68			0.68	
v/c Ratio	0.12	0.24		0.25	0.40			0.38			0.65	
Control Delay	37.2	30.9		39.5	39.9			13.7			9.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	37.2	30.9		39.5	39.9			13.7			9.3	
LOS	D	C		D	D			B			A	
Approach Delay		32.2			39.8			13.7			9.3	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	17	52		48	110			301			179	
Queue Length 95th (ft)	43	100		92	176			302			m205	
Internal Link Dist (ft)		1182			562			2572			1236	
Turn Bay Length (ft)	150			115								
Base Capacity (vph)	241	427		301	443			3089			3203	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.12	0.24		0.25	0.40			0.38			0.65	

Intersection Summary




















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 13.6 Intersection LOS: B
 Intersection Capacity Utilization 66.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1177	112	120	1068	55	0	766	102	6	1713	191
Future Volume (vph)	80	1177	112	120	1068	55	0	766	102	6	1713	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.987			0.993			0.982			0.985	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4991	0	1770	3508	0	0	4982	0	0	4990	0
Flt Permitted	0.114			0.102							0.936	
Satd. Flow (perm)	212	4991	0	190	3508	0	0	4982	0	0	4671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			5			26			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2660			641			1316			2652	
Travel Time (s)		51.8			12.5			25.6			51.7	
Confl. Peds. (#/hr)	19		36	36		19	19		5	5		19
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1279	122	130	1161	60	0	833	111	7	1862	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1401	0	130	1221	0	0	944	0	0	2077	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	30.1		19.5	30.1			31.2		31.2	31.2	
Total Split (s)	9.6	40.3		19.5	50.2			60.2		60.2	60.2	
Total Split (%)	8.0%	33.6%		16.3%	41.8%			50.2%		50.2%	50.2%	
Maximum Green (s)	5.6	35.2		15.5	45.1			55.0		55.0	55.0	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5			1.6		1.6	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			9.0			9.0		9.0	9.0	
Flash Dont Walk (s)		16.0			16.0			17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

09/16/2020

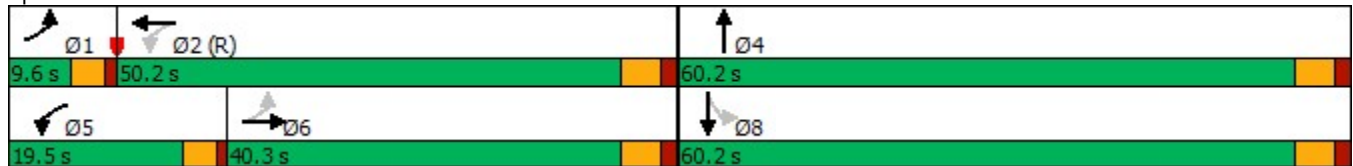


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	41.9	35.2		55.8	45.1			55.0			55.0	
Actuated g/C Ratio	0.35	0.29		0.46	0.38			0.46			0.46	
v/c Ratio	0.60	0.95		0.45	0.92			0.41			0.97	
Control Delay	37.5	55.8		24.6	48.3			9.8			60.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	37.5	55.8		24.6	48.3			9.8			60.3	
LOS	D	E		C	D			A			E	
Approach Delay		54.7			46.1			9.8			60.3	
Approach LOS		D			D			A			E	
Queue Length 50th (ft)	37	386		57	470			47			578	
Queue Length 95th (ft)	#76	#486		103	#611			85			m#649	
Internal Link Dist (ft)		2580			561			1236			2572	
Turn Bay Length (ft)	270			225								
Base Capacity (vph)	146	1473		292	1321			2297			2152	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.60	0.95		0.45	0.92			0.41			0.97	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 105
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 47.5
 Intersection LOS: D
 Intersection Capacity Utilization 89.4%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

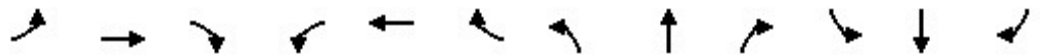
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	726	83	211	1202	44	0	713	114	3	1660	255
Future Volume (vph)	79	726	83	211	1202	44	0	713	114	3	1660	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	160		0	0		0	150		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor					1.00			1.00			1.00	
Frt		0.985			0.995			0.979			0.980	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3486	0	1770	3519	0	0	4969	0	0	4963	0
Flt Permitted	0.106			0.119							0.939	
Satd. Flow (perm)	197	3486	0	222	3519	0	0	4969	0	0	4661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4			33				31
Link Speed (mph)		35			35			35				35
Link Distance (ft)		2757			659			2652				2640
Travel Time (s)		53.7			12.8			51.7				51.4
Confl. Peds. (#/hr)	5					5	10		1	1		10
Confl. Bikes (#/hr)						4			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	84	772	88	224	1279	47	0	759	121	3	1766	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	860	0	224	1326	0	0	880	0	0	2040	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	25.9		9.5	25.9			24.8		24.8	24.8	
Total Split (s)	9.5	42.7		17.9	51.1			59.4		59.4	59.4	
Total Split (%)	7.9%	35.6%		14.9%	42.6%			49.5%		49.5%	49.5%	
Maximum Green (s)	5.5	37.8		13.9	46.2			54.6		54.6	54.6	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.2		1.2	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.8		4.8	4.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		13.0			13.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

09/16/2020

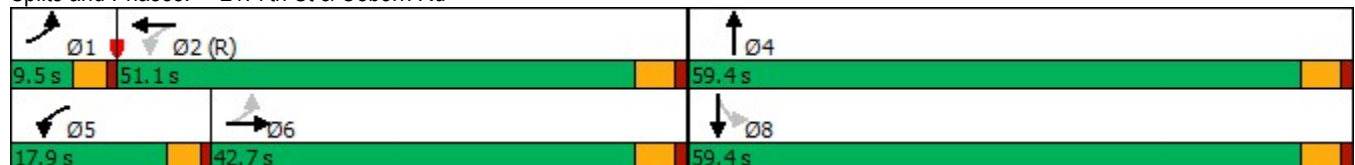


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	44.2	37.8		56.6	46.2			54.6			54.6	
Actuated g/C Ratio	0.37	0.32		0.47	0.38			0.46			0.46	
v/c Ratio	0.58	0.78		0.79	0.98			0.39			0.95	
Control Delay	36.1	42.6		43.9	56.2			39.9			60.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	36.1	42.6		43.9	56.2			39.9			60.7	
LOS	D	D		D	E			D			E	
Approach Delay		42.0			54.4			39.9			60.7	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	35	313		103	525			198			568	
Queue Length 95th (ft)	#72	392		#227	#688			m242			#642	
Internal Link Dist (ft)		2677			579			2572			2560	
Turn Bay Length (ft)	150			160								
Base Capacity (vph)	144	1105		284	1357			2278			2137	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.58	0.78		0.79	0.98			0.39			0.95	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 52.3 Intersection LOS: D
 Intersection Capacity Utilization 90.4% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
25: 7th St & Indian School Rd

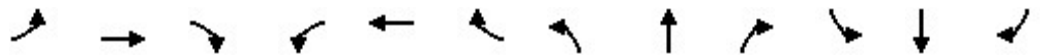
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1146	66	174	1134	58	0	553	107	18	1859	356
Future Volume (vph)	117	1146	66	174	1134	58	0	553	107	18	1859	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	220		0	0		0	150		115
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	0.97
Frt		0.992			0.993			0.976				0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5033	0	1770	3503	0	0	4927	0	0	5085	1583
Flt Permitted	0.100			0.090							0.927	
Satd. Flow (perm)	186	5033	0	168	3503	0	0	4927	0	0	4714	1542
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			5			43				147
Link Speed (mph)		35			35			35				35
Link Distance (ft)		2656			639			2640				1221
Travel Time (s)		51.7			12.4			51.4				23.8
Confl. Peds. (#/hr)	33		17	17		33	8		19	19		8
Confl. Bikes (#/hr)			1			2			3			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	122	1194	69	181	1181	60	0	576	111	19	1936	371
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	1263	0	181	1241	0	0	687	0	0	1955	371
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		8
Minimum Split (s)	9.5	25.9		9.5	25.9			25.9		25.9	25.9	25.9
Total Split (s)	10.0	45.1		15.9	51.0			59.0		59.0	59.0	59.0
Total Split (%)	8.3%	37.6%		13.3%	42.5%			49.2%		49.2%	49.2%	49.2%
Maximum Green (s)	6.0	40.2		11.9	46.1			54.1		54.1	54.1	54.1
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3		1.3	1.3	1.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9		4.9	4.9	4.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	8.0
Flash Dont Walk (s)		13.0			13.0			13.0		13.0	13.0	13.0
Pedestrian Calls (#/hr)		0			0			0		0	0	0

Lanes, Volumes, Timings
25: 7th St & Indian School Rd

09/16/2020

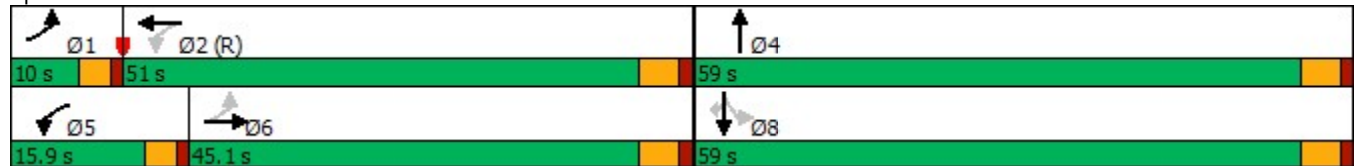


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	47.1	40.2		57.0	46.1			54.1			54.1	54.1
Actuated g/C Ratio	0.39	0.34		0.48	0.38			0.45			0.45	0.45
v/c Ratio	0.80	0.75		0.76	0.92			0.31			0.92	0.48
Control Delay	57.6	38.5		45.8	47.2			41.2			34.2	19.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	57.6	38.5		45.8	47.2			41.2			34.2	19.3
LOS	E	D		D	D			D			C	B
Approach Delay		40.2			47.0			41.2			31.8	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	52	314		84	474			159			287	116
Queue Length 95th (ft)	#148	371		#194	#616			m198			m336	m139
Internal Link Dist (ft)		2576			559			2560			1141	
Turn Bay Length (ft)	240			220								115
Base Capacity (vph)	152	1691		238	1348			2244			2125	775
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.80	0.75		0.76	0.92			0.31			0.92	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 38.6 Intersection LOS: D
 Intersection Capacity Utilization 99.7% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: 7th St & Indian School Rd



Lanes, Volumes, Timings
29: 7th St & VA Med Center

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	16	1	0	3	1	735	14	0	2275	121
Future Volume (vph)	11	0	16	1	0	3	1	735	14	0	2275	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor					0.99			1.00			1.00	
Frt			0.850		0.899			0.997			0.992	
Flt Protected	0.950				0.988							
Satd. Flow (prot)	1770	0	1583	0	1655	0	0	5060	0	0	5038	0
Flt Permitted	0.260				0.988			0.936				
Satd. Flow (perm)	484	0	1583	0	1643	0	0	4737	0	0	5038	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		59			4			11	
Link Speed (mph)		15			15			35			35	
Link Distance (ft)		245			470			1221			1430	
Travel Time (s)		11.1			21.4			23.8			27.9	
Confl. Peds. (#/hr)			14	14			1		21	21		1
Confl. Bikes (#/hr)									6			3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	0	17	1	0	3	1	782	15	0	2420	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	0	17	0	4	0	0	798	0	0	2549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm		Prot	custom	NA		Perm	NA			NA	
Protected Phases			2		8			1			1	
Permitted Phases	2			2			1					
Minimum Split (s)	26.8		26.8	26.8	22.5		23.7	23.7			23.7	
Total Split (s)	27.3		27.3	27.3	22.5		70.2	70.2			70.2	
Total Split (%)	22.8%		22.8%	22.8%	18.8%		58.5%	58.5%			58.5%	
Maximum Green (s)	22.5		22.5	22.5	18.0		65.5	65.5			65.5	
Yellow Time (s)	3.0		3.0	3.0	3.5		3.6	3.6			3.6	
All-Red Time (s)	1.8		1.8	1.8	1.0		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	
Total Lost Time (s)	4.8		4.8		4.5			4.7			4.7	
Lead/Lag	Lag		Lag	Lag			Lead	Lead			Lead	
Lead-Lag Optimize?	Yes		Yes	Yes			Yes	Yes			Yes	
Walk Time (s)	8.0		8.0	8.0	7.0		8.0	8.0			8.0	
Flash Dont Walk (s)	14.0		14.0	14.0	11.0		8.0	8.0			8.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0			0	

Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↔			↖↖↖			↖↖↖	
Traffic Volume (vph)	29	0	47	4	10	1	8	665	17	1	2372	58
Future Volume (vph)	29	0	47	4	10	1	8	665	17	1	2372	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.99	0.95		0.99			1.00			1.00	
Frt		0.961	0.850		0.992			0.996			0.996	
Flt Protected		0.964			0.988			0.999				
Satd. Flow (prot)	0	1618	1504	0	1826	0	0	5056	0	0	5060	0
Flt Permitted		0.816			0.956			0.880			0.940	
Satd. Flow (perm)	0	1369	1428	0	1753	0	0	4453	0	0	4757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15	15		1			8			8	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		147			168			1430			1318	
Travel Time (s)		3.3			3.8			27.9			25.7	
Confl. Peds. (#/hr)			19	19			4		3	3		4
Confl. Bikes (#/hr)			6						7			9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	31	0	51	4	11	1	9	715	18	1	2551	62
Shared Lane Traffic (%)			22%									
Lane Group Flow (vph)	0	42	40	0	16	0	0	742	0	0	2614	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2			4			8		
Minimum Split (s)	26.1	26.1	26.1	24.1	24.1		23.6	23.6		23.6	23.6	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		92.0	92.0		92.0	92.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		76.7%	76.7%		76.7%	76.7%	
Maximum Green (s)	22.9	22.9	22.9	22.9	22.9		87.4	87.4		87.4	87.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.1	5.1		5.1			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0	8.0				8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0	13.0				8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0	0				0	0		0	0	
Act Effct Green (s)		22.9	22.9		22.9			87.4			87.4	
Actuated g/C Ratio		0.19	0.19		0.19			0.73			0.73	
v/c Ratio		0.15	0.14		0.05			0.23			0.75	

Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020

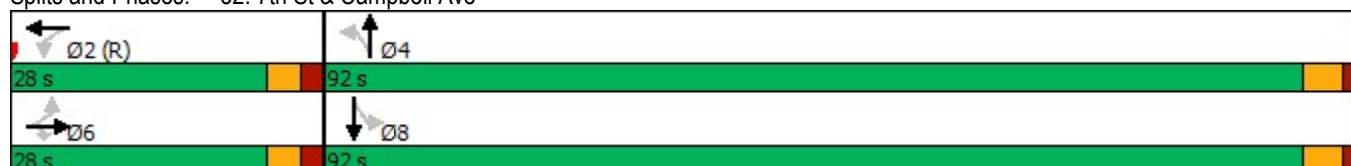


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		30.6	29.8		38.5			3.1			11.2	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		30.6	29.8		38.5			3.1			11.2	
LOS		C	C		D			A			B	
Approach Delay		30.2			38.5			3.1			11.2	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)		17	16		10			12			301	
Queue Length 95th (ft)		52	50		30			55			281	
Internal Link Dist (ft)		67			88			1350			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		273	284		335			3245			3466	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.15	0.14		0.05			0.23			0.75	

Intersection Summary

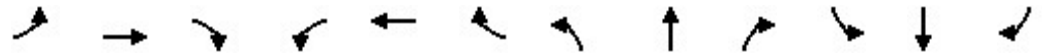
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	10.0
Intersection LOS:	B
Intersection Capacity Utilization:	83.7%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 32: 7th St & Campbell Ave



Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↑↑↑			↖↗	
Traffic Volume (vph)	2	5	1	167	119	33	0	571	59	11	2386	177
Future Volume (vph)	2	5	1	167	119	33	0	571	59	11	2386	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.92				0.97			0.99			0.98	
Frt		0.979			0.967			0.986			0.990	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1824	0	1770	1754	0	0	4974	0	0	4948	0
Flt Permitted	0.519			0.753							0.935	
Satd. Flow (perm)	893	1824	0	1403	1754	0	0	4974	0	0	4626	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			10			36			24	
Link Speed (mph)		15			25			35			35	
Link Distance (ft)		549			655			1318			1333	
Travel Time (s)		25.0			17.9			25.7			26.0	
Confl. Peds. (#/hr)	67					67	62		18	18		62
Confl. Bikes (#/hr)						2						4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	2	6	1	192	137	38	0	656	68	13	2743	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	7	0	192	175	0	0	724	0	0	2959	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2						1		
Minimum Split (s)	27.4	27.4		27.4	27.4			23.6		23.6	23.6	
Total Split (s)	30.0	30.0		30.0	30.0			90.0		90.0	90.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%			75.0%		75.0%	75.0%	
Maximum Green (s)	24.6	24.6		24.6	24.6			85.4		85.4	85.4	
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.4	5.4		5.4	5.4			4.6		4.6	4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	

Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	24.6	24.6		24.6	24.6			85.4			85.4	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.71			0.71	
v/c Ratio	0.01	0.02		0.67	0.48			0.20			0.90	
Control Delay	38.5	36.0		56.6	44.5			10.9			16.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	38.5	36.0		56.6	44.5			10.9			16.8	
LOS	D	D		E	D			B			B	
Approach Delay		36.6			50.9			10.9			16.8	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	1	4		138	113			120			326	
Queue Length 95th (ft)	8	16		213	178			113			m293	
Internal Link Dist (ft)		469			575			1238			1253	
Turn Bay Length (ft)	60			200								
Base Capacity (vph)	183	374		287	367			3550			3299	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.02		0.67	0.48			0.20			0.90	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 18.9 Intersection LOS: B
 Intersection Capacity Utilization 84.6% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: 7th St & Highland Ave



Lanes, Volumes, Timings
38: 7th St & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1449	114	47	852	177	0	411	100	23	2245	110
Future Volume (vph)	144	1449	114	47	852	177	0	411	100	23	2245	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			0.99			0.99			1.00	
Frt		0.989			0.974			0.971			0.993	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5011	0	1770	3429	0	0	4900	0	0	5043	0
Flt Permitted	0.106			0.103							0.929	
Satd. Flow (perm)	197	5011	0	192	3429	0	0	4900	0	0	4684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			21			69			9	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2659			669			1333			2651	
Travel Time (s)		51.8			13.0			26.0			51.6	
Confl. Peds. (#/hr)	11		23	23		11	11		17	17		11
Confl. Bikes (#/hr)			3			1						1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	148	1494	118	48	878	182	0	424	103	24	2314	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	1612	0	48	1060	0	0	527	0	0	2451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	26.9		12.5	26.9			26.9		26.9		26.9
Total Split (s)	11.4	42.5		12.5	43.6			65.0		65.0		65.0
Total Split (%)	9.5%	35.4%		10.4%	36.3%			54.2%		54.2%		54.2%
Maximum Green (s)	7.4	37.6		8.5	38.7			60.1		60.1		60.1
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6		3.6
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3		1.3		1.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9		4.9		4.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0			14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		0			0			0		0		0

Lanes, Volumes, Timings
38: 7th St & Camelback Rd

09/16/2020

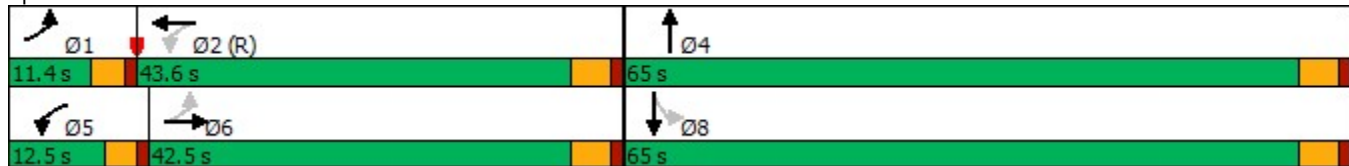


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	45.9	37.6		48.1	38.7			60.1			60.1	
Actuated g/C Ratio	0.38	0.31		0.40	0.32			0.50			0.50	
v/c Ratio	0.86	1.02		0.26	0.95			0.21			1.04	
Control Delay	65.5	69.0		24.0	56.0			10.0			64.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	65.5	69.0		24.0	56.0			10.0			64.4	
LOS	E	E		C	E			A			E	
Approach Delay		68.7			54.6			10.0			64.4	
Approach LOS		E			D			A			E	
Queue Length 50th (ft)	71	~483		22	413			44			~639	
Queue Length 95th (ft)	#184	#583		46	#553			58			m#598	
Internal Link Dist (ft)		2579			589			1253			2571	
Turn Bay Length (ft)	230			160								
Base Capacity (vph)	172	1577		188	1120			2488			2350	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.86	1.02		0.26	0.95			0.21			1.04	

Intersection Summary




















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 58.9 Intersection LOS: E
 Intersection Capacity Utilization 110.8% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: 7th St & Camelback Rd



Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	1008	99	163	519	51	1	470	94	8	2306	65
Future Volume (vph)	122	1008	99	163	519	51	1	470	94	8	2306	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00			1.00	
Frt		0.987			0.986			0.975			0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	3484	0	0	4939	0	0	5061	0
Flt Permitted	0.264			0.112				0.913			0.938	
Satd. Flow (perm)	491	3487	0	209	3484	0	0	4509	0	0	4747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			9			50			5	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		2651			674			2651			2642	
Travel Time (s)		51.6			13.1			51.6			45.0	
Confl. Peds. (#/hr)	4		5	5		4	10		6	6		10
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	126	1039	102	168	535	53	1	485	97	8	2377	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1141	0	168	588	0	0	583	0	0	2452	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	26.9		12.5	26.9		24.1	24.1		24.1	24.1	
Total Split (s)	14.5	42.4		12.6	40.5		65.0	65.0		65.0	65.0	
Total Split (%)	12.1%	35.3%		10.5%	33.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	10.5	37.5		8.6	35.6		59.9	59.9		59.9	59.9	
Yellow Time (s)	3.0	3.6		3.0	3.6		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020

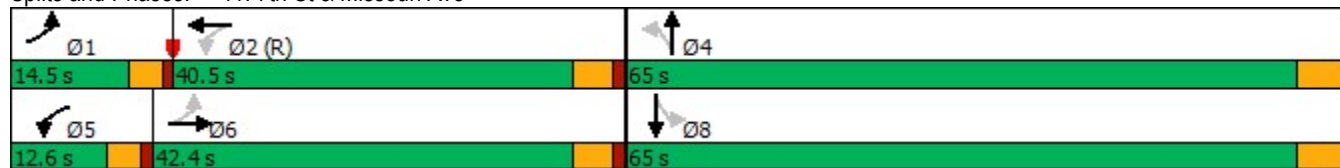


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	48.9	37.5		45.1	35.6			59.9			59.9	
Actuated g/C Ratio	0.41	0.31		0.38	0.30			0.50			0.50	
v/c Ratio	0.41	1.04		0.88	0.57			0.26			1.03	
Control Delay	25.6	78.9		67.8	37.6			13.4			58.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	25.6	78.9		67.8	37.6			13.4			58.6	
LOS	C	E		E	D			B			E	
Approach Delay		73.6			44.3			13.4			58.6	
Approach LOS		E			D			B			E	
Queue Length 50th (ft)	59	~501		81	199			0			~728	
Queue Length 95th (ft)	101	#638		#210	258			m72			m542	
Internal Link Dist (ft)		2571			594			2571			2562	
Turn Bay Length (ft)	180			150								
Base Capacity (vph)	311	1095		190	1039			2275			2372	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.41	1.04		0.88	0.57			0.26			1.03	

Intersection Summary

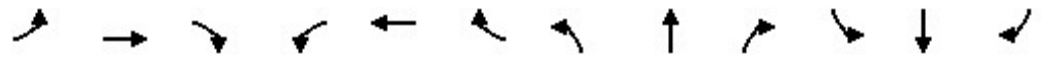
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 55.0 Intersection LOS: E
 Intersection Capacity Utilization 103.3% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 41: 7th St & Missouri Ave



Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1347	165	156	695	44	1	446	124	8	2277	112
Future Volume (vph)	110	1347	165	156	695	44	1	446	124	8	2277	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.984			0.991			0.967			0.993	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4992	0	1770	3503	0	0	4880	0	0	5044	0
Flt Permitted	0.950			0.950				0.887			0.938	
Satd. Flow (perm)	1763	4992	0	1768	3503	0	0	4329	0	0	4731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			5			81			8	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3809			800			2642			1324	
Travel Time (s)		64.9			13.6			45.0			22.6	
Confl. Peds. (#/hr)	7		7	7		7	7		13	13		7
Confl. Bikes (#/hr)									4			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	113	1389	170	161	716	45	1	460	128	8	2347	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	1559	0	161	761	0	0	589	0	0	2470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4			8		
Minimum Split (s)	10.1	31.3		10.1	30.3		27.1	27.1		27.1	27.1	
Total Split (s)	16.2	41.0		16.0	40.8		63.0	63.0		63.0	63.0	
Total Split (%)	13.5%	34.2%		13.3%	34.0%		52.5%	52.5%		52.5%	52.5%	
Maximum Green (s)	11.1	35.7		10.9	35.5		57.9	57.9		57.9	57.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.1	1.3		2.1	1.3		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.1	5.3		5.1	5.3			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		17.0			17.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

09/16/2020

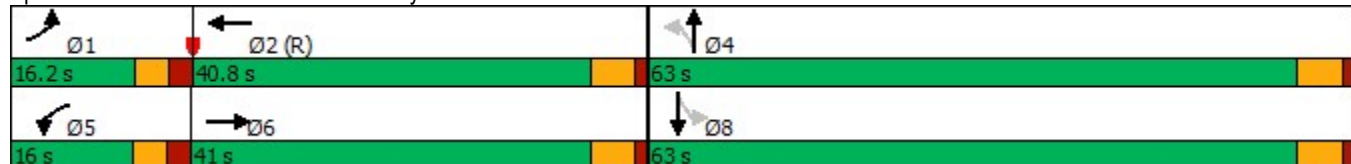


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	11.1	35.7		10.9	35.5			57.9			57.9	
Actuated g/C Ratio	0.09	0.30		0.09	0.30			0.48			0.48	
v/c Ratio	0.69	1.04		1.01	0.73			0.28			1.08	
Control Delay	75.1	75.6		127.4	42.7			13.0			71.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	75.1	75.6		127.4	42.7			13.0			71.0	
LOS	E	E		F	D			B			E	
Approach Delay		75.6			57.5			13.0			71.0	
Approach LOS		E			E			B			E	
Queue Length 50th (ft)	86	~475		~127	276			74			~406	
Queue Length 95th (ft)	#171	#574		#270	350			91			#503	
Internal Link Dist (ft)		3729			720			2562			1244	
Turn Bay Length (ft)	230			240								
Base Capacity (vph)	163	1497		160	1039			2130			2286	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.69	1.04		1.01	0.73			0.28			1.08	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 64.1
 Intersection LOS: E
 Intersection Capacity Utilization 103.4%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 44: 7th St & Bethany Home Rd



Lanes, Volumes, Timings
47: 7th St & Rose Ln

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕			↕↕↕	
Traffic Volume (vph)	21	129	26	58	60	17	1	496	96	4	2354	34
Future Volume (vph)	21	129	26	58	60	17	1	496	96	4	2354	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.980			0.983			0.976			0.998	
Flt Protected		0.994			0.979							
Satd. Flow (prot)	0	1810	0	0	1790	0	0	4927	0	0	5073	0
Flt Permitted		0.953			0.699			0.936			0.939	
Satd. Flow (perm)	0	1735	0	0	1276	0	0	4611	0	0	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5			77			4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		542			562			1324			1318	
Travel Time (s)		14.8			15.3			22.6			22.5	
Confl. Peds. (#/hr)	1		3	3		1	3		6	6		3
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	140	28	63	65	18	1	539	104	4	2559	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	146	0	0	644	0	0	2600	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	26.8	26.8		26.8	26.8		24.0	24.0		24.0	24.0	
Total Split (s)	32.0	32.0		32.0	32.0		88.0	88.0		88.0	88.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		73.3%	73.3%		73.3%	73.3%	
Maximum Green (s)	27.2	27.2		27.2	27.2		83.0	83.0		83.0	83.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		27.2			27.2			83.0			83.0	
Actuated g/C Ratio		0.23			0.23			0.69			0.69	
v/c Ratio		0.48			0.50			0.20			0.79	

Lanes, Volumes, Timings
47: 7th St & Rose Ln

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		43.7			45.8			6.0			12.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		43.7			45.8			6.0			12.3	
LOS		D			D			A			B	
Approach Delay		43.7			45.8			6.0			12.3	
Approach LOS		D			D			A			B	
Queue Length 50th (ft)		125			96			41			271	
Queue Length 95th (ft)		200			165			71			264	
Internal Link Dist (ft)		462			482			1244			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		397			293			3213			3295	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.48			0.50			0.20			0.79	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	14.2
Intersection LOS:	B
Intersection Capacity Utilization	76.4%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 47: 7th St & Rose Ln



Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	312	60	61	202	29	0	454	34	8	2536	51
Future Volume (vph)	62	312	60	61	202	29	0	454	34	8	2536	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	1.00		1.00	1.00			1.00			1.00	
Frt		0.976			0.981			0.990			0.997	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1812	0	1770	1822	0	0	5016	0	0	5070	0
Flt Permitted	0.431			0.196							0.938	
Satd. Flow (perm)	798	1812	0	364	1822	0	0	5016	0	0	4755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			6			19				5
Link Speed (mph)		35			35			40				40
Link Distance (ft)		2639			577			1318				2655
Travel Time (s)		51.4			11.2			22.5				45.3
Confl. Peds. (#/hr)	7		4	4		7			8	8		
Confl. Bikes (#/hr)			1			1			4			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	68	343	66	67	222	32	0	499	37	9	2787	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	409	0	67	254	0	0	536	0	0	2852	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2						4		
Minimum Split (s)	26.9	26.9		26.9	26.9			24.0		24.0	24.0	
Total Split (s)	38.0	38.0		38.0	38.0			82.0		82.0	82.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%			68.3%		68.3%	68.3%	
Maximum Green (s)	33.1	33.1		33.1	33.1			77.0		77.0	77.0	
Yellow Time (s)	3.6	3.6		3.6	3.6			4.0		4.0	4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3			1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	

Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	33.1	33.1		33.1	33.1			77.0			77.0	
Actuated g/C Ratio	0.28	0.28		0.28	0.28			0.64			0.64	
v/c Ratio	0.31	0.82		0.67	0.50			0.17			0.93	
Control Delay	39.2	54.9		72.2	39.7			6.4			25.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	39.2	54.9		72.2	39.7			6.4			25.0	
LOS	D	D		E	D			A			C	
Approach Delay		52.7			46.5			6.4			25.0	
Approach LOS		D			D			A			C	
Queue Length 50th (ft)	42	296		46	162			46			473	
Queue Length 95th (ft)	86	#453		#124	246			47			m416	
Internal Link Dist (ft)		2559			497			1238			2575	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	220	501		100	506			3225			3052	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.31	0.82		0.67	0.50			0.17			0.93	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 27.4 Intersection LOS: C
 Intersection Capacity Utilization 93.1% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: 7th St & Maryland Ave



Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1442	98	79	850	164	0	468	82	4	2329	92
Future Volume (vph)	154	1442	98	79	850	164	0	468	82	4	2329	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.990			0.976			0.978			0.994	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5024	0	1770	4941	0	0	4954	0	0	5051	0
Flt Permitted	0.109			0.122							0.939	
Satd. Flow (perm)	203	5024	0	227	4941	0	0	4954	0	0	4743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			33			42			7	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2642			650			2655			5269	
Travel Time (s)		45.0			11.1			45.3			89.8	
Confl. Peds. (#/hr)	8		12	12		8	4		9	9		4
Confl. Bikes (#/hr)			1			3			5			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	1567	107	86	924	178	0	509	89	4	2532	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	1674	0	86	1102	0	0	598	0	0	2636	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	27.1		9.5	27.1			30.3		30.3	30.3	
Total Split (s)	14.9	43.3		9.5	37.9			67.2		67.2	67.2	
Total Split (%)	12.4%	36.1%		7.9%	31.6%			56.0%		56.0%	56.0%	
Maximum Green (s)	10.9	38.2		5.5	32.8			61.9		61.9	61.9	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.3		1.3	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.3			5.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			9.0		9.0	9.0	
Flash Dont Walk (s)		14.0			14.0			16.0		16.0	16.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020

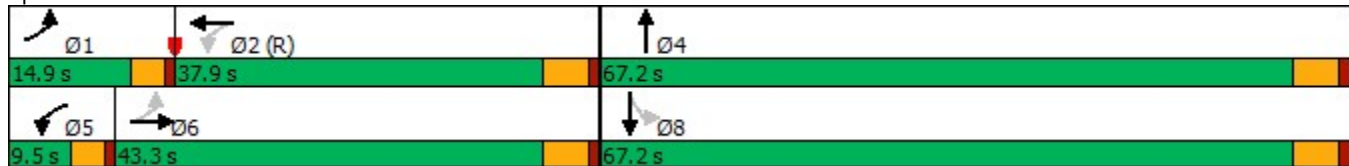


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	48.8	38.2		39.4	32.8			61.9			61.9	
Actuated g/C Ratio	0.41	0.32		0.33	0.27			0.52			0.52	
v/c Ratio	0.75	1.04		0.59	0.80			0.23			1.08	
Control Delay	45.8	74.4		41.3	44.6			21.5			58.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	45.8	74.4		41.3	44.6			21.5			58.7	
LOS	D	E		D	D			C			E	
Approach Delay		71.8			44.4			21.5			58.7	
Approach LOS		E			D			C			E	
Queue Length 50th (ft)	84	~513		41	283			92			~856	
Queue Length 95th (ft)	#177	#612		#82	339			127			m709	
Internal Link Dist (ft)		2562			570			2575			5189	
Turn Bay Length (ft)	160			240								
Base Capacity (vph)	224	1605		145	1374			2575			2449	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.75	1.04		0.59	0.80			0.23			1.08	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 56.3 Intersection LOS: E
 Intersection Capacity Utilization 96.3% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 53: 7th St & Glendale Ave



Lanes, Volumes, Timings
56: 7th St & Northern Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	
Traffic Volume (vph)	85	1074	100	228	1301	138	1	454	94	5	2188	131
Future Volume (vph)	85	1074	100	228	1301	138	1	454	94	5	2188	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.987			0.986			0.974			0.992	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	5006	0	0	4930	0	0	5041	0
Flt Permitted	0.100			0.092				0.885			0.939	
Satd. Flow (perm)	186	3487	0	171	5006	0	0	4363	0	0	4733	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			17			49			10	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2632			643			5269			2824	
Travel Time (s)		44.9			11.0			89.8			48.1	
Confl. Peds. (#/hr)	3		5	5		3	1		8	8		1
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	90	1143	106	243	1384	147	1	483	100	5	2328	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1249	0	243	1531	0	0	584	0	0	2472	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	24.1		9.5	24.1		24.1	24.1		24.1	24.1	
Total Split (s)	10.4	45.0		14.0	48.6		61.0	61.0		61.0	61.0	
Total Split (%)	8.7%	37.5%		11.7%	40.5%		50.8%	50.8%		50.8%	50.8%	
Maximum Green (s)	6.4	39.9		10.0	43.5		55.9	55.9		55.9	55.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
56: 7th St & Northern Ave

09/16/2020

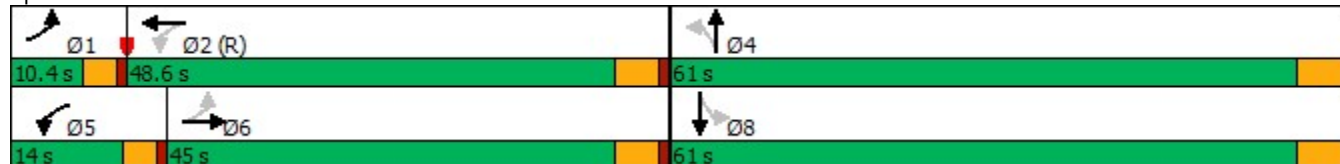


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	47.4	39.9		54.6	43.5			55.9			55.9	
Actuated g/C Ratio	0.40	0.33		0.46	0.36			0.47			0.47	
v/c Ratio	0.57	1.07		1.15	0.84			0.28			1.12	
Control Delay	34.0	86.7		137.2	39.8			24.8			99.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	34.0	86.7		137.2	39.8			24.8			99.9	
LOS	C	F		F	D			C			F	
Approach Delay		83.2			53.1			24.8			99.9	
Approach LOS		F			D			C			F	
Queue Length 50th (ft)	39	~564		~170	391			98			~815	
Queue Length 95th (ft)	#72	#703		#337	455			135			#912	
Internal Link Dist (ft)		2552			563			5189			2744	
Turn Bay Length (ft)	250			240								
Base Capacity (vph)	157	1164		211	1825			2058			2210	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.57	1.07		1.15	0.84			0.28			1.12	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 75.7
 Intersection LOS: E
 Intersection Capacity Utilization 106.0%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

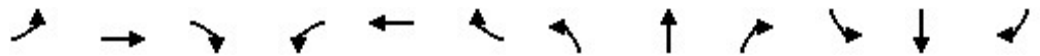
Splits and Phases: 56: 7th St & Northern Ave



Lanes, Volumes, Timings

59: 7th St & Butler Dr

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕			↕↕↕	
Traffic Volume (vph)	8	50	18	44	52	21	1	622	55	3	2124	15
Future Volume (vph)	8	50	18	44	52	21	1	622	55	3	2124	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.968			0.976			0.988			0.999	
Flt Protected		0.994			0.981							
Satd. Flow (prot)	0	1786	0	0	1783	0	0	5015	0	0	5079	0
Flt Permitted		0.969			0.866			0.937			0.939	
Satd. Flow (perm)	0	1741	0	0	1574	0	0	4699	0	0	4770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			8			30			2	
Link Speed (mph)		25			25			40			35	
Link Distance (ft)		609			391			2824			1327	
Travel Time (s)		16.6			10.7			48.1			25.9	
Confl. Peds. (#/hr)			1	1					1	1		
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	53	19	47	55	22	1	662	59	3	2260	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	124	0	0	722	0	0	2279	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	23.8	23.8		23.8	23.8		31.0	31.0		31.0	31.0	
Total Split (s)	30.0	30.0		30.0	30.0		90.0	90.0		90.0	90.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		75.0%	75.0%		75.0%	75.0%	
Maximum Green (s)	25.2	25.2		25.2	25.2		85.0	85.0		85.0	85.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.2			25.2			85.0			85.0	
Actuated g/C Ratio		0.21			0.21			0.71			0.71	
v/c Ratio		0.22			0.37			0.22			0.67	

Lanes, Volumes, Timings

59: 7th St & Butler Dr

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		35.1			41.6			3.1			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.1			41.6			3.1			7.1	
LOS		D			D			A			A	
Approach Delay		35.1			41.6			3.1			7.1	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		44			77			32			172	
Queue Length 95th (ft)		90			137			m39			182	
Internal Link Dist (ft)		529			311			2744			1247	
Turn Bay Length (ft)												
Base Capacity (vph)		375			336			3337			3379	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.22			0.37			0.22			0.67	

Intersection Summary





















Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	8.3
Intersection LOS:	A
Intersection Capacity Utilization:	67.4%
ICU Level of Service:	C
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 59: 7th St & Butler Dr



Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	89	61	39	88	12	1	626	8	2	2214	23
Future Volume (vph)	63	89	61	39	88	12	1	626	8	2	2214	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	110		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.98	0.99		0.98	1.00			1.00			1.00	
Frt		0.939			0.982			0.998			0.998	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1725	0	1770	1821	0	0	5071	0	0	5073	0
Flt Permitted	0.648			0.526				0.937			0.940	
Satd. Flow (perm)	1182	1725	0	965	1821	0	0	4752	0	0	4769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			5			4			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		703			685			1327			993	
Travel Time (s)		19.2			18.7			25.9			19.3	
Confl. Peds. (#/hr)	14		12	12		14	5		9	9		5
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	97	66	42	96	13	1	680	9	2	2407	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	163	0	42	109	0	0	690	0	0	2434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	24.8	24.8		24.8	24.8		23.6	23.6		23.6	23.6	
Total Split (s)	29.0	29.0		29.0	29.0		91.0	91.0		91.0	91.0	
Total Split (%)	24.2%	24.2%		24.2%	24.2%		75.8%	75.8%		75.8%	75.8%	
Maximum Green (s)	24.2	24.2		24.2	24.2		86.4	86.4		86.4	86.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	9.0	9.0		9.0	9.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	24.2	24.2		24.2	24.2			86.4			86.4	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.72			0.72	
v/c Ratio	0.29	0.46		0.22	0.29			0.20			0.71	
Control Delay	44.5	44.0		43.5	41.3			11.1			11.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	44.5	44.0		43.5	41.3			11.1			11.0	
LOS	D	D		D	D			B			B	
Approach Delay		44.1			41.9			11.1			11.0	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	45	104		27	69			96			348	
Queue Length 95th (ft)	90	174		62	123			121			398	
Internal Link Dist (ft)		623			605			1247			913	
Turn Bay Length (ft)	120			110								
Base Capacity (vph)	238	356		194	371			3422			3434	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.29	0.46		0.22	0.29			0.20			0.71	

Intersection Summary

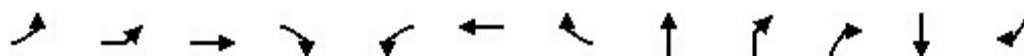
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	65
Control Type:	Pretimed
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	14.6
Intersection LOS:	B
Intersection Capacity Utilization:	79.8%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 62: 7th St & Alice Ave



Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	NBR2	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Future Volume (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0		0			0
Storage Lanes		2		0	1		0		1			0
Taper Length (ft)		25			25							
Lane Util. Factor	1.00	0.91	0.91	0.95	1.00	1.00	1.00	0.86	0.86	0.91	0.91	0.91
Frt			0.925			0.925		0.925	0.850		0.925	
Flt Protected	0.950	0.950			0.950							
Satd. Flow (prot)	1770	1610	3136	0	1770	1723	0	4445	1362	0	4704	0
Flt Permitted	0.950	0.950			0.073							
Satd. Flow (perm)	1770	1610	3136	0	136	1723	0	4445	1362	0	4704	0
Right Turn on Red				Yes						Yes		Yes
Satd. Flow (RTOR)			1084						1089		1088	
Link Speed (mph)			35			30		35			35	
Link Distance (ft)			649			585		371			289	
Travel Time (s)			12.6			13.3		7.2			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Shared Lane Traffic (%)		10%							90%			
Lane Group Flow (vph)	1	1	2	0	1	2	0	2	1	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Right
Median Width(ft)			24			24		0			0	
Link Offset(ft)			0			0		0			0	
Crosswalk Width(ft)			16			16		16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		9	15		9		9	9		9
Turn Type	Prot	Prot	NA		Perm	NA		NA	Perm		NA	
Protected Phases	9	9	4		6!	6!		8			2!	
Permitted Phases					6!			8				
Minimum Split (s)	10.0	10.0	29.4		31.2	31.2		35.8	35.8		35.8	
Total Split (s)	16.0	16.0	31.0		60.9	60.9		36.1	36.1		60.9	
Total Split (%)	8.0%	8.0%	15.5%		30.5%	30.5%		18.1%	18.1%		30.5%	
Maximum Green (s)	11.0	11.0	24.6		54.7	54.7		29.3	29.3		54.1	
Yellow Time (s)	3.0	3.0	4.0		3.2	3.2		3.6	3.6		3.6	
All-Red Time (s)	2.0	2.0	2.4		3.0	3.0		3.2	3.2		3.2	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	6.4		6.2	6.2		6.8	6.8		6.8	
Lead/Lag	Lead	Lead	Lag									
Lead-Lag Optimize?	Yes	Yes	Yes									
Walk Time (s)			7.0		7.0	7.0		18.0	18.0		7.0	
Flash Dont Walk (s)			16.0		18.0	18.0		11.0	11.0		22.0	
Pedestrian Calls (#/hr)			0		0	0		0	0		0	
Act Effct Green (s)	11.0	11.0	34.2		54.7	54.7		29.3	29.3		54.1	
Actuated g/C Ratio	0.06	0.06	0.17		0.27	0.27		0.15	0.15		0.27	
v/c Ratio	0.01	0.01	0.00		0.03	0.00		0.00	0.00		0.00	

Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

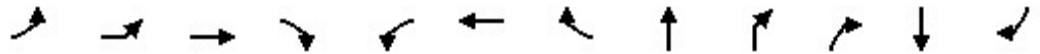
09/16/2020



Lane Group	SWL	SWR	SWR2
Lane Configurations			
Traffic Volume (vph)	1	1	1
Future Volume (vph)	1	1	1
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	350	0	
Storage Lanes	2	4	
Taper Length (ft)	25		
Lane Util. Factor	0.97	0.76	1.00
Frt		0.850	0.850
Flt Protected	0.950		
Satd. Flow (prot)	3433	3610	1583
Flt Permitted	0.950		
Satd. Flow (perm)	3433	3610	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			1085
Link Speed (mph)	40		
Link Distance (ft)	508		
Travel Time (s)	8.7		
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	1	1	1
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1	1	1
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Right	Right
Median Width(ft)	24		
Link Offset(ft)	0		
Crosswalk Width(ft)	16		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15	9	9
Turn Type	Prot	Prot	Prot
Protected Phases	3	10	10
Permitted Phases			
Minimum Split (s)	24.0	29.4	29.4
Total Split (s)	25.0	31.0	31.0
Total Split (%)	12.5%	15.5%	15.5%
Maximum Green (s)	19.0	24.6	24.6
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.4	6.4
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		16.0	16.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	19.0	24.6	24.6
Actuated g/C Ratio	0.10	0.12	0.12
v/c Ratio	0.00	0.00	0.00

Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020

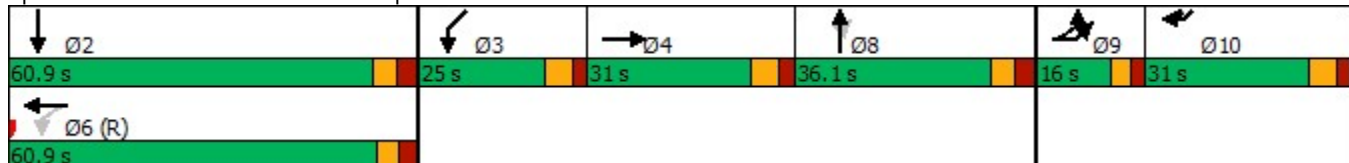


Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	NBR2	SBT	SBR
Control Delay	90.0	90.0	0.0		56.0	53.0		73.0	0.0		0.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Delay	90.0	90.0	0.0		56.0	53.0		73.0	0.0		0.0	
LOS	F	F	A		E	D		E	A		A	
Approach Delay			45.0			54.0		48.7				
Approach LOS			D			D		D				
Queue Length 50th (ft)	1	1	0		1	2		0	0		0	
Queue Length 95th (ft)	9	9	0		7	11		5	0		0	
Internal Link Dist (ft)			569			505		291			209	
Turn Bay Length (ft)												
Base Capacity (vph)	97	88	1213		37	471		651	1128		2066	
Starvation Cap Reductn	0	0	0		0	0		0	0		0	
Spillback Cap Reductn	0	0	0		0	0		0	0		0	
Storage Cap Reductn	0	0	0		0	0		0	0		0	
Reduced v/c Ratio	0.01	0.01	0.00		0.03	0.00		0.00	0.00		0.00	

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green
 Natural Cycle: 165
 Control Type: Pretimed
 Maximum v/c Ratio: 0.03
 Intersection Signal Delay: 43.1
 Intersection LOS: D
 Intersection Capacity Utilization 42.2%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 65: 7th St & Dunlap Ave



Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020



Lane Group	SWL	SWR	SWR2
Control Delay	82.0	77.0	0.0
Queue Delay	0.0	0.0	0.0
Total Delay	82.0	77.0	0.0
LOS	F	E	A
Approach Delay	53.0		
Approach LOS	D		
Queue Length 50th (ft)	0	0	0
Queue Length 95th (ft)	4	3	0
Internal Link Dist (ft)	428		
Turn Bay Length (ft)	350		
Base Capacity (vph)	326	444	1146
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.00	0.00	0.00
Intersection Summary			

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	947	346	274	1021	120	540	1667	296	158	911	102
Future Volume (vph)	181	947	346	274	1021	120	540	1667	296	158	911	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	1.00		0.95	0.99	0.99		0.98		0.96	1.00	0.99	
Frt			0.850		0.984				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4978	0	3433	5085	1583	1770	4968	0
Flt Permitted	0.116			0.142			0.950			0.139		
Satd. Flow (perm)	215	5085	1504	263	4978	0	3381	5085	1519	259	4968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			352		17				203		15	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		2675			580			605			313	
Travel Time (s)		182.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	29		33	33		29	49		22	22		49
Confl. Bikes (#/hr)			2			7						6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	986	360	285	1064	125	563	1736	308	165	949	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	986	360	285	1189	0	563	1736	308	165	1055	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Minimum Split (s)	9.5	37.6	37.6	9.5	37.6		10.3	32.3	32.3	9.5	32.3	
Total Split (s)	17.2	40.0	40.0	19.0	41.8		27.0	48.0	48.0	13.0	34.0	
Total Split (%)	14.3%	33.3%	33.3%	15.8%	34.8%		22.5%	40.0%	40.0%	10.8%	28.3%	
Maximum Green (s)	13.2	34.4	34.4	15.0	36.2		21.7	42.7	42.7	9.0	28.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

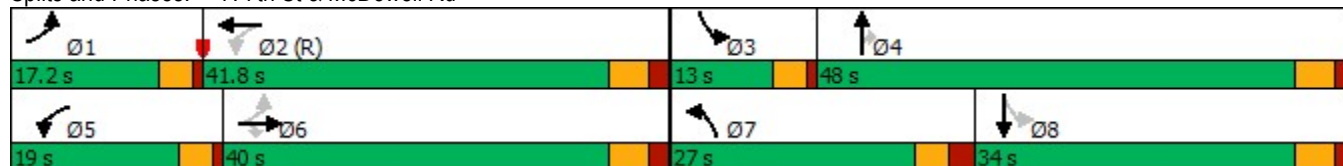
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	49.2	34.4	34.4	52.8	36.2		21.7	42.7	42.7	39.0	28.7	
Actuated g/C Ratio	0.41	0.29	0.29	0.44	0.30		0.18	0.36	0.36	0.32	0.24	
v/c Ratio	0.73	0.68	0.53	0.94	0.79		0.91	0.96	0.46	0.84	0.88	
Control Delay	42.6	40.7	6.9	65.8	42.2		68.0	51.6	12.3	66.1	41.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	42.6	40.7	6.9	65.8	42.2		68.0	51.6	12.3	66.1	41.9	
LOS	D	D	A	E	D		E	D	B	E	D	
Approach Delay		33.0			46.8			50.5			45.1	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	88	247	4	151	304		222	478	56	88	156	
Queue Length 95th (ft)	#193	298	81	#322	361		#322	#587	136	#202	#290	
Internal Link Dist (ft)		2595			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	259	1457	682	304	1513		620	1809	671	197	1199	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.73	0.68	0.53	0.94	0.79		0.91	0.96	0.46	0.84	0.88	

Intersection Summary

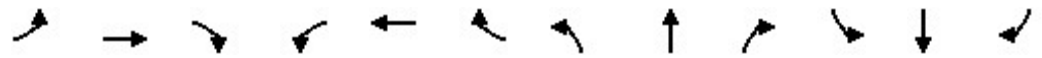
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 44.8
 Intersection LOS: D
 Intersection Capacity Utilization 98.6%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

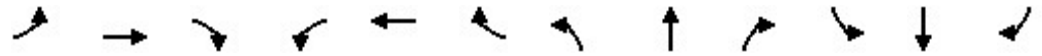
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↔			↕	
Traffic Volume (vph)	76	49	49	26	126	119	6	1961	39	1	1024	42
Future Volume (vph)	76	49	49	26	126	119	6	1961	39	1	1024	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.962			0.941			0.997			0.994	
Flt Protected		0.979			0.995							
Satd. Flow (prot)	0	1745	0	0	1726	0	0	6382	0	0	3504	0
Flt Permitted		0.714			0.960			0.929			0.953	
Satd. Flow (perm)	0	1270	0	0	1665	0	0	5929	0	0	3339	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			8			5			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	7		2	2		7	18		6	6		18
Confl. Bikes (#/hr)			5						3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	78	50	50	27	129	121	6	2001	40	1	1045	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	277	0	0	2047	0	0	1089	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	25.8	25.8		25.8	25.8		23.6	23.6		23.6	23.6	
Total Split (s)	48.0	48.0		48.0	48.0		72.0	72.0		72.0	72.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	43.2	43.2		43.2	43.2		67.4	67.4		67.4	67.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		5.0	5.0		5.0	5.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		43.2			43.2			67.4			67.4	
Actuated g/C Ratio		0.36			0.36			0.56			0.56	
v/c Ratio		0.38			0.46			0.61			0.58	

Lanes, Volumes, Timings
11: Palm Ln & 7th St

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		28.3			31.6			10.2			29.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		28.3			31.6			10.2			29.5	
LOS		C			C			B			C	
Approach Delay		28.3			31.6			10.2			29.5	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		91			158			129			378	
Queue Length 95th (ft)		155			240			m150			420	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)												
Base Capacity (vph)		468			604			3332			1878	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.38			0.46			0.61			0.58	

Intersection Summary

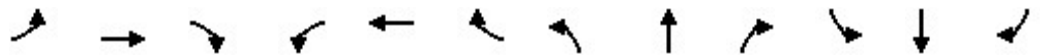
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 55
 Control Type: Pretimed
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 18.6
 Intersection LOS: B
 Intersection Capacity Utilization 70.0%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	103	87	43	140	27	5	2119	32	2	1045	93
Future Volume (vph)	107	103	87	43	140	27	5	2119	32	2	1045	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	115		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor	0.99	0.99		0.99	1.00			1.00			1.00	
Frt		0.931			0.976			0.998			0.988	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1709	0	1770	1811	0	0	6389	0	0	3482	0
Flt Permitted	0.570			0.531				0.930			0.950	
Satd. Flow (perm)	1054	1709	0	977	1811	0	0	5942	0	0	3308	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			8			4			15	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		1262			642			2652			1316	
Travel Time (s)		28.7			17.5			51.7			25.6	
Confl. Peds. (#/hr)	7		12	12		7	9		13	13		9
Confl. Bikes (#/hr)			3			2			3			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	108	92	45	147	28	5	2231	34	2	1100	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	200	0	45	175	0	0	2270	0	0	1200	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	29.0	29.0		29.0	29.0		23.6	23.6		23.6	23.6	
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	35.0	35.0		35.0	35.0		75.4	75.4		75.4	75.4	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	35.0	35.0		35.0	35.0			75.4			75.4	
Actuated g/C Ratio	0.29	0.29		0.29	0.29			0.63			0.63	
v/c Ratio	0.37	0.38		0.16	0.33			0.61			0.58	
Control Delay	38.0	30.0		33.5	33.8			18.8			4.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	38.0	30.0		33.5	33.8			18.8			4.6	
LOS	D	C		C	C			B			A	
Approach Delay		32.9			33.8			18.8			4.6	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	69	100		26	101			398			70	
Queue Length 95th (ft)	126	169		58	165			402			108	
Internal Link Dist (ft)		1182			562			2572			1236	
Turn Bay Length (ft)	150			115								
Base Capacity (vph)	307	523		284	533			3735			2084	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.37	0.38		0.16	0.33			0.61			0.58	

Intersection Summary

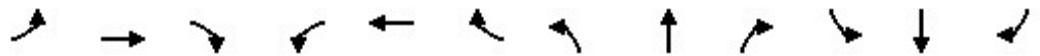
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 16.5
 Intersection LOS: B
 Intersection Capacity Utilization 79.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	1587	113	126	917	140	9	1844	219	0	907	103
Future Volume (vph)	178	1587	113	126	917	140	9	1844	219	0	907	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	225		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.990			0.980			0.984			0.985	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5024	0	1770	3457	0	0	6290	0	0	3472	0
Flt Permitted	0.085			0.091				0.926				
Satd. Flow (perm)	158	5024	0	170	3457	0	0	5825	0	0	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			16			29			12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2660			641			1316			2652	
Travel Time (s)		51.8			12.5			25.6			51.7	
Confl. Peds. (#/hr)	9		13	13		9	20		8	8		20
Confl. Bikes (#/hr)			4			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	184	1636	116	130	945	144	9	1901	226	0	935	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1752	0	130	1089	0	0	2136	0	0	1041	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	9.5	30.1		9.5	30.1		31.2	31.2			31.2	
Total Split (s)	16.0	52.4		12.6	49.0		55.0	55.0			55.0	
Total Split (%)	13.3%	43.7%		10.5%	40.8%		45.8%	45.8%			45.8%	
Maximum Green (s)	12.0	47.3		8.6	43.9		49.8	49.8			49.8	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6			3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.6	1.6			1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			9.0		9.0	9.0			9.0	
Flash Dont Walk (s)		16.0			16.0		17.0	17.0			17.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

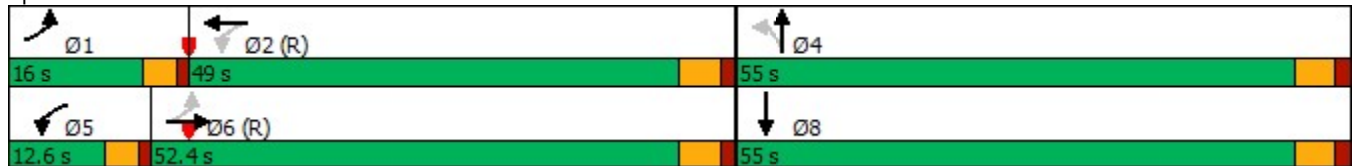
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	60.4	47.3		53.6	43.9			49.8			49.8	
Actuated g/C Ratio	0.50	0.39		0.45	0.37			0.42			0.42	
v/c Ratio	0.77	0.88		0.68	0.85			0.88			0.72	
Control Delay	46.2	40.0		40.2	42.5			18.6			54.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	46.2	40.0		40.2	42.5			18.6			54.2	
LOS	D	D		D	D			B			D	
Approach Delay		40.5			42.2			18.6			54.2	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)	86	453		52	401			160			430	
Queue Length 95th (ft)	#197	522		#132	492			221			m497	
Internal Link Dist (ft)		2580			561			1236			2572	
Turn Bay Length (ft)	270			225								
Base Capacity (vph)	240	1986		190	1274			2434			1447	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.77	0.88		0.68	0.85			0.88			0.72	

Intersection Summary

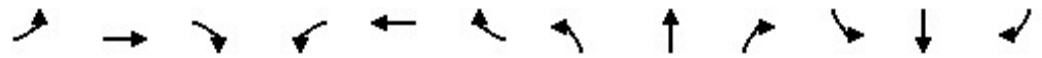
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 35.7 Intersection LOS: D
 Intersection Capacity Utilization 88.7% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

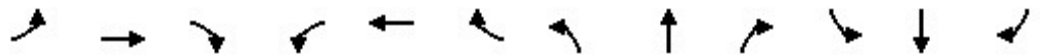
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	1025	61	187	986	123	3	2022	229	0	734	126
Future Volume (vph)	221	1025	61	187	986	123	3	2022	229	0	734	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.992			0.983			0.985			0.978	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3504	0	1770	3469	0	0	6289	0	0	3446	0
Flt Permitted	0.089			0.093				0.932				
Satd. Flow (perm)	166	3504	0	173	3469	0	0	5861	0	0	3446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			12			28			20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2757			659			2652			2640	
Travel Time (s)		53.7			12.8			51.7			51.4	
Confl. Peds. (#/hr)	7		12	12		7	10		11	11		10
Confl. Bikes (#/hr)			5			3			8			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	230	1068	64	195	1027	128	3	2106	239	0	765	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	1132	0	195	1155	0	0	2348	0	0	896	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	9.5	25.9		9.5	25.9		24.8	24.8			24.8	
Total Split (s)	16.0	49.9		14.1	48.0		56.0	56.0			56.0	
Total Split (%)	13.3%	41.6%		11.8%	40.0%		46.7%	46.7%			46.7%	
Maximum Green (s)	12.0	45.0		10.1	43.1		51.2	51.2			51.2	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.2	1.2			1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.8			4.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		13.0			13.0		12.0	12.0			12.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

09/16/2020

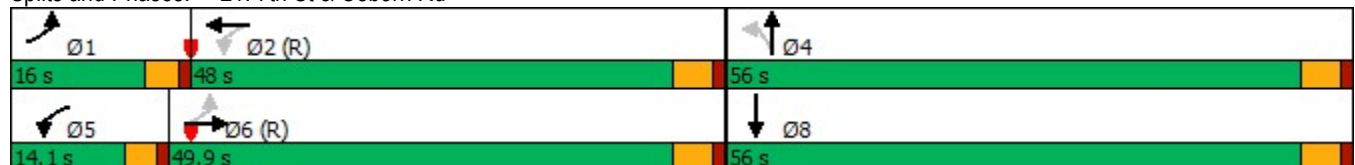


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	57.9	45.0		54.1	43.1			51.2			51.2	
Actuated g/C Ratio	0.48	0.38		0.45	0.36			0.43			0.43	
v/c Ratio	0.96	0.86		0.92	0.92			0.93			0.60	
Control Delay	79.0	42.3		72.6	49.4			60.7			37.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	79.0	42.3		72.6	49.4			60.7			37.2	
LOS	E	D		E	D			E			D	
Approach Delay		48.5			52.7			60.7			37.2	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	126	419		99	443			558			279	
Queue Length 95th (ft)	#288	513		#244	#581			598			m324	
Internal Link Dist (ft)		2677			579			2572			2560	
Turn Bay Length (ft)	150			160								
Base Capacity (vph)	240	1317		212	1253			2516			1481	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.96	0.86		0.92	0.92			0.93			0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 52.6 Intersection LOS: D
 Intersection Capacity Utilization 90.2% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
25: 7th St & Indian School Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	1446	78	125	760	73	5	2035	221	0	737	111
Future Volume (vph)	234	1446	78	125	760	73	5	2035	221	0	737	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	220		0	0		0	0		115
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.86	0.86	0.86	1.00	0.95	1.00
Ped Bike Factor		1.00			0.99			0.99				0.95
Frt		0.992			0.987			0.985				0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5032	0	1770	3467	0	0	6265	0	0	3539	1583
Flt Permitted	0.106			0.111				0.931				
Satd. Flow (perm)	197	5032	0	207	3467	0	0	5833	0	0	3539	1508
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			9			28				90
Link Speed (mph)		35			35			35				35
Link Distance (ft)		2656			639			2640				1221
Travel Time (s)		51.7			12.4			51.4				23.8
Confl. Peds. (#/hr)	41		22	22		41	21		36	36		21
Confl. Bikes (#/hr)			3			7			7			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	241	1491	80	129	784	75	5	2098	228	0	760	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	241	1571	0	129	859	0	0	2331	0	0	760	114
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					8
Minimum Split (s)	9.5	25.9		9.5	25.9		25.9	25.9			25.9	25.9
Total Split (s)	20.0	48.0		13.0	41.0		59.0	59.0			59.0	59.0
Total Split (%)	16.7%	40.0%		10.8%	34.2%		49.2%	49.2%			49.2%	49.2%
Maximum Green (s)	16.0	43.1		9.0	36.1		54.1	54.1			54.1	54.1
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6			3.6	3.6
All-Red Time (s)	1.0	1.3		1.0	1.3		1.3	1.3			1.3	1.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	4.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	8.0
Flash Dont Walk (s)		13.0			13.0		13.0	13.0			13.0	13.0
Pedestrian Calls (#/hr)		0			0		0	0			0	0

Lanes, Volumes, Timings
25: 7th St & Indian School Rd

09/16/2020

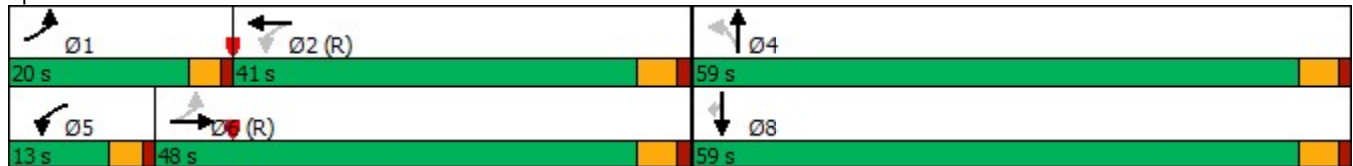


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	57.0	43.1		46.0	36.1			54.1			54.1	54.1
Actuated g/C Ratio	0.48	0.36		0.38	0.30			0.45			0.45	0.45
v/c Ratio	0.80	0.87		0.66	0.82			0.88			0.48	0.16
Control Delay	46.5	41.8		38.7	46.1			55.1			15.2	4.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	46.5	41.8		38.7	46.1			55.1			15.2	4.9
LOS	D	D		D	D			E			B	A
Approach Delay		42.4			45.1			55.1			13.9	
Approach LOS		D			D			E			B	
Queue Length 50th (ft)	125	409		55	321			537			108	6
Queue Length 95th (ft)	#253	475		#124	402			m575			144	28
Internal Link Dist (ft)		2576			559			2560			1141	
Turn Bay Length (ft)	240			220								115
Base Capacity (vph)	303	1812		196	1049			2645			1595	729
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.80	0.87		0.66	0.82			0.88			0.48	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 43.6 Intersection LOS: D
 Intersection Capacity Utilization 86.9% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: 7th St & Indian School Rd



Lanes, Volumes, Timings
29: 7th St & VA Med Center

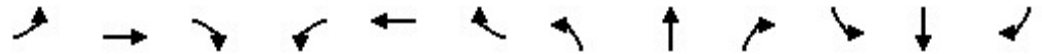
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	0	35	1	1	0	2	2450	3	0	858	12
Future Volume (vph)	98	0	35	1	1	0	2	2450	3	0	858	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor					0.99			1.00			1.00	
Frt			0.850								0.998	
Flt Protected	0.950				0.976							
Satd. Flow (prot)	1770	0	1583	0	1818	0	0	6407	0	0	3530	0
Flt Permitted	0.757				0.976			0.932				
Satd. Flow (perm)	1410	0	1583	0	1799	0	0	5972	0	0	3530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36									2
Link Speed (mph)		15			15			35				35
Link Distance (ft)		245			470			1221				1430
Travel Time (s)		11.1			21.4			23.8				27.9
Confl. Peds. (#/hr)			13	13			5		15	15		5
Confl. Bikes (#/hr)									5			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	101	0	36	1	1	0	2	2526	3	0	885	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	0	36	0	2	0	0	2531	0	0	897	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	D.Pm		Prot	Perm	NA		Perm	NA			NA	
Protected Phases			2		2			1				1
Permitted Phases	2			2			1					
Minimum Split (s)	26.8		26.8	26.8	26.8		23.7	23.7			23.7	
Total Split (s)	34.0		34.0	34.0	34.0		86.0	86.0			86.0	
Total Split (%)	28.3%		28.3%	28.3%	28.3%		71.7%	71.7%			71.7%	
Maximum Green (s)	29.2		29.2	29.2	29.2		81.3	81.3			81.3	
Yellow Time (s)	3.0		3.0	3.0	3.0		3.6	3.6			3.6	
All-Red Time (s)	1.8		1.8	1.8	1.8		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	
Total Lost Time (s)	4.8		4.8		4.8			4.7			4.7	
Lead/Lag	Lag		Lag	Lag	Lag		Lead	Lead			Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes			Yes	
Walk Time (s)	8.0		8.0	8.0	8.0		8.0	8.0			8.0	
Flash Dont Walk (s)	14.0		14.0	14.0	14.0		8.0	8.0			8.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0			0	
Act Effct Green (s)	29.2		29.2		29.2			81.3			81.3	
Actuated g/C Ratio	0.24		0.24		0.24			0.68			0.68	
v/c Ratio	0.29		0.09		0.00			0.63			0.38	

Lanes, Volumes, Timings
29: 7th St & VA Med Center

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	39.9		11.6		34.5			3.5			8.7	
Queue Delay	0.0		0.0		0.0			0.0			0.0	
Total Delay	39.9		11.6		34.5			3.5			8.7	
LOS	D		B		C			A			A	
Approach Delay		32.4			34.5			3.5			8.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	64		0		1			66			130	
Queue Length 95th (ft)	116		27		8			108			127	
Internal Link Dist (ft)		165			390			1141			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	343		412		437			4046			2392	
Starvation Cap Reductn	0		0		0			0			0	
Spillback Cap Reductn	0		0		0			0			0	
Storage Cap Reductn	0		0		0			0			0	
Reduced v/c Ratio	0.29		0.09		0.00			0.63			0.38	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB and 6:, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	5.9
Intersection LOS:	A
Intersection Capacity Utilization	58.5%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 29: 7th St & VA Med Center



Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕↔↔			↕↔	
Traffic Volume (vph)	14	0	12	2	2	2	4	2542	7	0	827	11
Future Volume (vph)	14	0	12	2	2	2	4	2542	7	0	827	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00	0.96		1.00			1.00			1.00	
Frt		0.991	0.850		0.955						0.998	
Flt Protected		0.955			0.984							
Satd. Flow (prot)	0	1671	1504	0	1750	0	0	6407	0	0	3530	0
Flt Permitted		0.831			0.958			0.932				
Satd. Flow (perm)	0	1454	1451	0	1697	0	0	5971	0	0	3530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15	15		2			1			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		147			168			1430			1318	
Travel Time (s)		3.3			3.8			27.9			25.7	
Confl. Peds. (#/hr)			8	8			3		11	11		3
Confl. Bikes (#/hr)			9						8			9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	0	13	2	2	2	4	2733	8	0	889	12
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	0	16	12	0	6	0	0	2745	0	0	901	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA			NA	
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2			4					
Minimum Split (s)	26.1	26.1	26.1	23.1	23.1		23.6	23.6			23.6	
Total Split (s)	29.0	29.0	29.0	29.0	29.0		91.0	91.0			91.0	
Total Split (%)	24.2%	24.2%	24.2%	24.2%	24.2%		75.8%	75.8%			75.8%	
Maximum Green (s)	23.9	23.9	23.9	23.9	23.9		86.4	86.4			86.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.6	3.6			3.6	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1		1.0	1.0			1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.1	5.1		5.1			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0	8.0				8.0	8.0			8.0	
Flash Dont Walk (s)	13.0	13.0	13.0				8.0	8.0			8.0	
Pedestrian Calls (#/hr)	0	0	0				0	0			0	
Act Effect Green (s)		23.9	23.9		23.9			86.4			86.4	
Actuated g/C Ratio		0.20	0.20		0.20			0.72			0.72	
v/c Ratio		0.05	0.04		0.02			0.64			0.35	

Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020

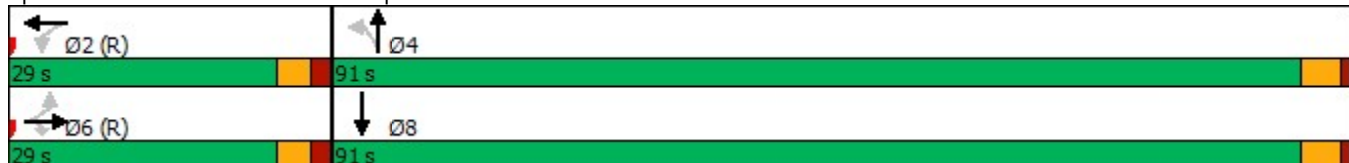


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		18.6	15.4		33.3			14.5			7.3	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		18.6	15.4		33.3			14.5			7.3	
LOS		B	B		C			B			A	
Approach Delay		17.2			33.3			14.5			7.3	
Approach LOS		B			C			B			A	
Queue Length 50th (ft)		1	0		3			303			112	
Queue Length 95th (ft)		22	15		15			318			169	
Internal Link Dist (ft)		67			88			1350			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		301	301		339			4299			2542	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.05	0.04		0.02			0.64			0.35	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	12.8
Intersection LOS:	B
Intersection Capacity Utilization:	65.2%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 32: 7th St & Campbell Ave



Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	51	13	170	73	195	3	2446	89	1	640	67
Future Volume (vph)	46	51	13	170	73	195	3	2446	89	1	640	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor	0.98				0.96			1.00			0.99	
Frt		0.970			0.891			0.995			0.986	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1807	0	1770	1593	0	0	6358	0	0	3457	0
Flt Permitted	0.424			0.712				0.932			0.950	
Satd. Flow (perm)	772	1807	0	1326	1593	0	0	5925	0	0	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			2			10			17	
Link Speed (mph)		15			25			35			35	
Link Distance (ft)		549			655			1318			1333	
Travel Time (s)		25.0			17.9			25.7			26.0	
Confl. Peds. (#/hr)	27					27	21		16	16		21
Confl. Bikes (#/hr)									2			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	49	55	14	183	78	210	3	2630	96	1	688	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	69	0	183	288	0	0	2729	0	0	761	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	27.4	27.4		27.4	27.4		23.6	23.6		23.6	23.6	
Total Split (s)	43.0	43.0		43.0	43.0		77.0	77.0		77.0	77.0	
Total Split (%)	35.8%	35.8%		35.8%	35.8%		64.2%	64.2%		64.2%	64.2%	
Maximum Green (s)	37.6	37.6		37.6	37.6		72.4	72.4		72.4	72.4	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.4	5.4		5.4	5.4			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	37.6	37.6		37.6	37.6			72.4			72.4	
Actuated g/C Ratio	0.31	0.31		0.31	0.31			0.60			0.60	
v/c Ratio	0.20	0.12		0.44	0.58			0.76			0.38	
Control Delay	33.1	25.4		36.9	39.8			22.5			5.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	33.1	25.4		36.9	39.8			22.5			5.6	
LOS	C	C		D	D			C			A	
Approach Delay		28.6			38.7			22.5			5.6	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)	28	32		113	185			556			72	
Queue Length 95th (ft)	62	68		184	279			555			79	
Internal Link Dist (ft)		469			575			1238			1253	
Turn Bay Length (ft)	60			200								
Base Capacity (vph)	241	573		415	500			3578			1988	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.20	0.12		0.44	0.58			0.76			0.38	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 21.4
 Intersection Capacity Utilization 74.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 35: 7th St & Highland Ave



Lanes, Volumes, Timings
38: 7th St & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	1202	128	87	1196	61	19	2125	240	0	567	226
Future Volume (vph)	103	1202	128	87	1196	61	19	2125	240	0	567	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			0.99	
Frt		0.986			0.993			0.985			0.957	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4991	0	1770	3506	0	0	6285	0	0	3358	0
Flt Permitted	0.094			0.086				0.919				
Satd. Flow (perm)	175	4991	0	160	3506	0	0	5775	0	0	3358	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			5			29			64	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2659			669			1333			2651	
Travel Time (s)		51.8			13.0			26.0			51.6	
Confl. Peds. (#/hr)	22		21	21		22	11		18	18		11
Confl. Bikes (#/hr)			2			1			4			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	106	1239	132	90	1233	63	20	2191	247	0	585	233
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	1371	0	90	1296	0	0	2458	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	9.5	26.9		12.5	26.9		26.9	26.9			26.9	
Total Split (s)	9.5	47.4		13.6	51.5		59.0	59.0			59.0	
Total Split (%)	7.9%	39.5%		11.3%	42.9%		49.2%	49.2%			49.2%	
Maximum Green (s)	5.5	42.5		9.6	46.6		54.1	54.1			54.1	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.3	1.3			1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9			4.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		14.0			14.0		14.0	14.0			14.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
38: 7th St & Camelback Rd

09/16/2020

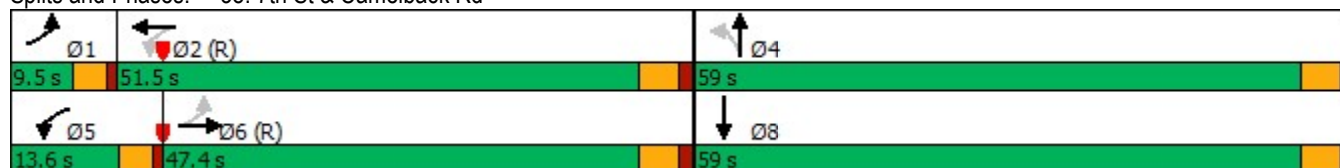


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	48.9	42.5		57.0	46.6			54.1			54.1	
Actuated g/C Ratio	0.41	0.35		0.48	0.39			0.45			0.45	
v/c Ratio	0.74	0.77		0.44	0.95			0.94			0.53	
Control Delay	49.7	37.5		24.4	50.9			32.6			41.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	49.7	37.5		24.4	50.9			32.6			41.9	
LOS	D	D		C	D			C			D	
Approach Delay		38.4			49.2			32.6			41.9	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	45	339		38	504			272			304	
Queue Length 95th (ft)	#120	398		69	#657			307			371	
Internal Link Dist (ft)		2579			589			1253			2571	
Turn Bay Length (ft)	230			160								
Base Capacity (vph)	144	1778		204	1364			2619			1549	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.74	0.77		0.44	0.95			0.94			0.53	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 100
 Control Type: Pretimed
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 39.0
 Intersection LOS: D
 Intersection Capacity Utilization 100.2%
 ICU Level of Service G
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 38: 7th St & Camelback Rd



Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	527	63	117	1085	146	6	2231	116	0	582	142
Future Volume (vph)	192	527	63	117	1085	146	6	2231	116	0	582	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	150		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			0.99	
Frt		0.984			0.982			0.993			0.971	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3475	0	1770	3465	0	0	6352	0	0	3402	0
Flt Permitted	0.090			0.315				0.931				
Satd. Flow (perm)	168	3475	0	585	3465	0	0	5914	0	0	3402	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			14			11			32	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		2651			674			2651			2642	
Travel Time (s)		51.6			13.1			51.6			45.0	
Confl. Peds. (#/hr)	7		5	5		7	21		11	11		21
Confl. Bikes (#/hr)						2			3			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	200	549	66	122	1130	152	6	2324	121	0	606	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	615	0	122	1282	0	0	2451	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	9.5	26.9		12.5	26.9		24.1	24.1			24.1	
Total Split (s)	14.0	49.5		13.3	48.8		57.2	57.2			57.2	
Total Split (%)	11.7%	41.3%		11.1%	40.7%		47.7%	47.7%			47.7%	
Maximum Green (s)	10.0	44.6		9.3	43.9		52.1	52.1			52.1	
Yellow Time (s)	3.0	3.6		3.0	3.6		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		14.0			14.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020

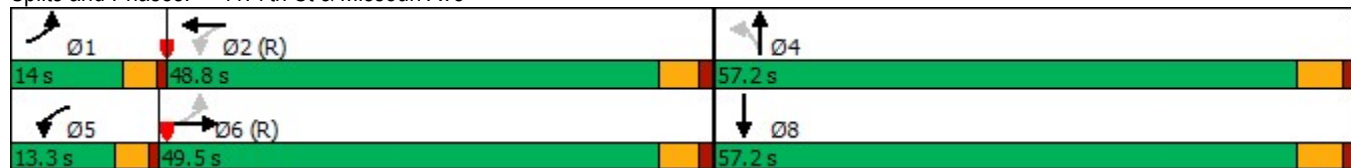


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	55.5	44.6		54.1	43.9			52.1			52.1	
Actuated g/C Ratio	0.46	0.37		0.45	0.37			0.43			0.43	
v/c Ratio	0.95	0.47		0.34	1.00			0.95			0.50	
Control Delay	78.5	29.6		19.8	64.1			64.3			32.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	78.5	29.6		19.8	64.1			64.3			32.5	
LOS	E	C		B	E			E			C	
Approach Delay		41.6			60.3			64.3			32.5	
Approach LOS		D			E			E			C	
Queue Length 50th (ft)	103	185		50	~519			569			182	
Queue Length 95th (ft)	#253	240		86	#683			m#616			247	
Internal Link Dist (ft)		2571			594			2571			2562	
Turn Bay Length (ft)	180			150								
Base Capacity (vph)	211	1299		355	1276			2573			1495	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.95	0.47		0.34	1.00			0.95			0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 55.4 Intersection LOS: E
 Intersection Capacity Utilization 95.3% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 41: 7th St & Missouri Ave



Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1014	122	113	1131	87	23	2128	275	0	499	127
Future Volume (vph)	114	1014	122	113	1131	87	23	2128	275	0	499	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	240		0	150		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00			1.00			0.99	
Frt		0.984			0.989			0.983			0.970	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4982	0	1770	3492	0	0	6276	0	0	3405	0
Flt Permitted	0.950			0.950				0.919				
Satd. Flow (perm)	1763	4982	0	1759	3492	0	0	5767	0	0	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			8			32			31	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3809			800			2642			1324	
Travel Time (s)		64.9			13.6			45.0			22.6	
Confl. Peds. (#/hr)	14		21	21		14	16		12	12		16
Confl. Bikes (#/hr)						1			2			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	118	1045	126	116	1166	90	24	2194	284	0	514	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	1171	0	116	1256	0	0	2502	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4					
Minimum Split (s)	10.1	31.3		10.1	30.3		27.1	27.1			27.1	
Total Split (s)	15.0	46.2		20.8	52.0		53.0	53.0			53.0	
Total Split (%)	12.5%	38.5%		17.3%	43.3%		44.2%	44.2%			44.2%	
Maximum Green (s)	9.9	40.9		15.7	46.7		47.9	47.9			47.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	2.1	1.3		2.1	1.3		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.1	5.3		5.1	5.3			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			8.0		8.0	8.0			8.0	
Flash Dont Walk (s)		17.0			17.0		14.0	14.0			14.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
47: 7th St & Rose Ln

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↔			↕	
Traffic Volume (vph)	16	28	14	25	66	46	13	2242	62	4	594	27
Future Volume (vph)	16	28	14	25	66	46	13	2242	62	4	594	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.968			0.955			0.996			0.993	
Flt Protected		0.987			0.991							
Satd. Flow (prot)	0	1771	0	0	1752	0	0	6375	0	0	3509	0
Flt Permitted		0.917			0.944			0.928			0.929	
Satd. Flow (perm)	0	1643	0	0	1667	0	0	5916	0	0	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			9			9			8	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		542			562			1324			1318	
Travel Time (s)		14.8			15.3			22.6			22.5	
Confl. Peds. (#/hr)	4		4	4		4	4		5	5		4
Confl. Bikes (#/hr)			3						1			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	16	29	14	26	68	47	13	2311	64	4	612	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	141	0	0	2388	0	0	644	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	26.8	26.8		26.8	26.8		24.0	24.0		24.0	24.0	
Total Split (s)	35.0	35.0		35.0	35.0		85.0	85.0		85.0	85.0	
Total Split (%)	29.2%	29.2%		29.2%	29.2%		70.8%	70.8%		70.8%	70.8%	
Maximum Green (s)	30.2	30.2		30.2	30.2		80.0	80.0		80.0	80.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.2			30.2			80.0			80.0	
Actuated g/C Ratio		0.25			0.25			0.67			0.67	
v/c Ratio		0.14			0.33			0.61			0.30	

Lanes, Volumes, Timings
47: 7th St & Rose Ln

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		29.5			36.8			3.7			19.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		29.5			36.8			3.7			19.5	
LOS		C			D			A			B	
Approach Delay		29.5			36.8			3.7			19.5	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)		28			84			57			174	
Queue Length 95th (ft)		64			143			m52			188	
Internal Link Dist (ft)		462			482			1244			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		422			426			3947			2176	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.33			0.61			0.30	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 8.7
 Intersection LOS: A
 Intersection Capacity Utilization 68.7%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 47: 7th St & Rose Ln



Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	220	32	80	460	68	7	2076	75	1	601	52
Future Volume (vph)	52	220	32	80	460	68	7	2076	75	1	601	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		1.00		1.00	1.00			1.00			1.00	
Frt		0.981			0.981			0.995			0.988	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1823	0	1770	1822	0	0	6370	0	0	3489	0
Flt Permitted	0.239			0.521				0.930			0.951	
Satd. Flow (perm)	445	1823	0	968	1822	0	0	5924	0	0	3318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2			8			10	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		2639			577			1318			2655	
Travel Time (s)		51.4			11.2			22.5			45.3	
Confl. Peds. (#/hr)	7		3	3		7	1		2	2		1
Confl. Bikes (#/hr)			3									6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	54	229	33	83	479	71	7	2163	78	1	626	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	262	0	83	550	0	0	2248	0	0	681	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Minimum Split (s)	26.9	26.9		26.9	26.9		24.0	24.0		24.0	24.0	
Total Split (s)	57.0	57.0		57.0	57.0		63.0	63.0		63.0	63.0	
Total Split (%)	47.5%	47.5%		47.5%	47.5%		52.5%	52.5%		52.5%	52.5%	
Maximum Green (s)	52.1	52.1		52.1	52.1		58.0	58.0		58.0	58.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020

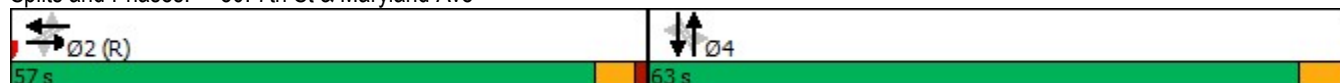


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	52.1	52.1		52.1	52.1			58.0			58.0	
Actuated g/C Ratio	0.43	0.43		0.43	0.43			0.48			0.48	
v/c Ratio	0.28	0.33		0.20	0.69			0.78			0.42	
Control Delay	26.9	23.1		22.6	33.1			29.7			11.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	26.9	23.1		22.6	33.1			29.7			11.5	
LOS	C	C		C	C			C			B	
Approach Delay		23.8			31.7			29.7			11.5	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	26	127		39	338			300			81	
Queue Length 95th (ft)	61	193		76	470			333			136	
Internal Link Dist (ft)		2559			497			1238			2575	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	193	796		420	792			2867			1608	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.28	0.33		0.20	0.69			0.78			0.42	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	26.4
Intersection LOS:	C
Intersection Capacity Utilization:	81.7%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 50: 7th St & Maryland Ave



Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1087	60	160	1540	78	4	1865	162	0	573	112
Future Volume (vph)	154	1087	60	160	1540	78	4	1865	162	0	573	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.86	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			0.99	
Frt		0.992			0.993			0.988			0.976	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5038	0	1770	5040	0	0	6313	0	0	3434	0
Flt Permitted	0.096			0.112				0.931				
Satd. Flow (perm)	179	5038	0	209	5040	0	0	5877	0	0	3434	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			7			19			23	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2642			650			2655			5269	
Travel Time (s)		45.0			11.1			45.3			89.8	
Confl. Peds. (#/hr)	17		6	6		17	16		16	16		16
Confl. Bikes (#/hr)			4			2			2			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	157	1109	61	163	1571	80	4	1903	165	0	585	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	1170	0	163	1651	0	0	2072	0	0	699	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4					
Minimum Split (s)	9.5	27.1		9.5	27.1		30.3	30.3			30.3	
Total Split (s)	15.0	46.7		19.3	51.0		54.0	54.0			54.0	
Total Split (%)	12.5%	38.9%		16.1%	42.5%		45.0%	45.0%			45.0%	
Maximum Green (s)	11.0	41.6		15.3	45.9		48.7	48.7			48.7	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.3	1.3			1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.3			5.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		9.0	9.0			9.0	
Flash Dont Walk (s)		14.0			14.0		16.0	16.0			16.0	
Pedestrian Calls (#/hr)		0			0		0	0			0	

Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020

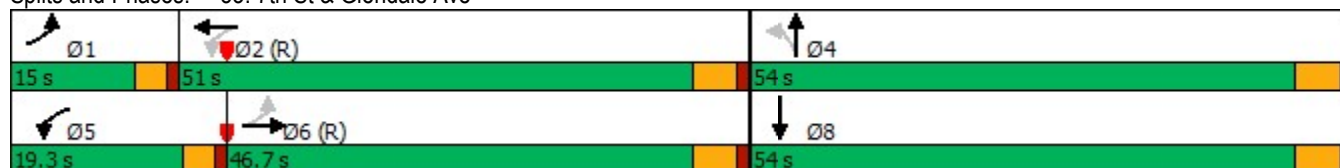


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	53.7	41.6		62.0	45.9			48.7			48.7	
Actuated g/C Ratio	0.45	0.35		0.52	0.38			0.41			0.41	
v/c Ratio	0.70	0.67		0.53	0.85			0.86			0.50	
Control Delay	40.6	35.4		24.0	39.2			57.7			19.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	40.6	35.4		24.0	39.2			57.7			19.5	
LOS	D	D		C	D			E			B	
Approach Delay		36.0			37.9			57.7			19.5	
Approach LOS		D			D			E			B	
Queue Length 50th (ft)	65	278		65	423			495			214	
Queue Length 95th (ft)	#157	330		121	489			532			272	
Internal Link Dist (ft)		2562			570			2575			5189	
Turn Bay Length (ft)	160			240								
Base Capacity (vph)	225	1751		307	1932			2396			1407	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.70	0.67		0.53	0.85			0.86			0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Pretimed
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 42.2 Intersection LOS: D
 Intersection Capacity Utilization 84.6% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 53: 7th St & Glendale Ave



Lanes, Volumes, Timings
59: 7th St & Butler Dr

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↔			↔	
Traffic Volume (vph)	18	41	9	53	58	138	5	1995	67	6	683	25
Future Volume (vph)	18	41	9	53	58	138	5	1995	67	6	683	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		1.00			0.99			1.00			1.00	
Frt		0.982			0.925			0.995			0.995	
Flt Protected		0.987			0.989							
Satd. Flow (prot)	0	1802	0	0	1691	0	0	6368	0	0	3518	0
Flt Permitted		0.900			0.923			0.931			0.922	
Satd. Flow (perm)	0	1643	0	0	1578	0	0	5928	0	0	3244	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			8			9			5	
Link Speed (mph)		25			25			40			35	
Link Distance (ft)		609			391			2824			1327	
Travel Time (s)		16.6			10.7			48.1			25.9	
Confl. Peds. (#/hr)	1		1	1		1	2		7	7		2
Confl. Bikes (#/hr)									2			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	18	42	9	54	59	141	5	2036	68	6	697	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	254	0	0	2109	0	0	729	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	23.8	23.8		23.8	23.8		31.0	31.0		31.0	31.0	
Total Split (s)	46.0	46.0		46.0	46.0		74.0	74.0		74.0	74.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		61.7%	61.7%		61.7%	61.7%	
Maximum Green (s)	41.2	41.2		41.2	41.2		69.0	69.0		69.0	69.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		41.2			41.2			69.0			69.0	
Actuated g/C Ratio		0.34			0.34			0.58			0.58	
v/c Ratio		0.12			0.46			0.62			0.39	

Lanes, Volumes, Timings

59: 7th St & Butler Dr

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		25.0			33.2			31.0			10.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.0			33.2			31.0			10.2	
LOS		C			C			C			B	
Approach Delay		25.0			33.2			31.0			10.2	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)		33			148			353			83	
Queue Length 95th (ft)		67			229			m397			100	
Internal Link Dist (ft)		529			311			2744			1247	
Turn Bay Length (ft)												
Base Capacity (vph)		568			547			3412			1867	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.46			0.62			0.39	

Intersection Summary





















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 55
 Control Type: Pretimed
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 26.2
 Intersection LOS: C
 Intersection Capacity Utilization 59.6%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 59: 7th St & Butler Dr



Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	62	20	21	64	23	9	2205	16	2	672	23
Future Volume (vph)	33	62	20	21	64	23	9	2205	16	2	672	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	110		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor	0.98	1.00		1.00	0.99			1.00			1.00	
Frt		0.963			0.960			0.999			0.995	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1787	0	1770	1771	0	0	6400	0	0	3517	0
Flt Permitted	0.694			0.701				0.929			0.947	
Satd. Flow (perm)	1264	1787	0	1302	1771	0	0	5945	0	0	3331	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			11			3			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		703			685			1327			993	
Travel Time (s)		19.2			18.7			25.9			19.3	
Confl. Peds. (#/hr)	14		2	2		14	4		4	4		4
Confl. Bikes (#/hr)									3			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	34	65	21	22	67	24	9	2297	17	2	700	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	86	0	22	91	0	0	2323	0	0	726	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	24.8	24.8		24.8	24.8		23.6	23.6		23.6	23.6	
Total Split (s)	32.0	32.0		32.0	32.0		88.0	88.0		88.0	88.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		73.3%	73.3%		73.3%	73.3%	
Maximum Green (s)	27.2	27.2		27.2	27.2		83.4	83.4		83.4	83.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	9.0	9.0		9.0	9.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	27.2	27.2		27.2	27.2			83.4			83.4	
Actuated g/C Ratio	0.23	0.23		0.23	0.23			0.70			0.70	
v/c Ratio	0.12	0.21		0.07	0.22			0.56			0.31	
Control Delay	38.3	33.4		37.5	34.8			6.7			7.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	38.3	33.4		37.5	34.8			6.7			7.5	
LOS	D	C		D	C			A			A	
Approach Delay		34.8			35.3			6.7			7.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	21	46		14	51			159			102	
Queue Length 95th (ft)	50	92		37	98			152			131	
Internal Link Dist (ft)		623			605			1247			913	
Turn Bay Length (ft)	120			110								
Base Capacity (vph)	286	415		295	409			4132			2317	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.12	0.21		0.07	0.22			0.56			0.31	

Intersection Summary

























Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	8.9
Intersection LOS:	A
Intersection Capacity Utilization:	62.7%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 62: 7th St & Alice Ave



Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020

												
Lane Group	EBL2	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0			0	0		350	0	
Storage Lanes		2		1			1	1		2	4	
Taper Length (ft)		25		25				25		25		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	0.86	0.86	1.00	0.95	0.97	0.76	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	1863	1695	3390	1863	1863	4806	1602	1863	3539	3614	4247	1863
Flt Permitted												
Satd. Flow (perm)	1863	1695	3390	1863	1863	4806	1602	1863	3539	3614	4247	1863
Right Turn on Red												
												Yes
Satd. Flow (RTOR)												
Link Speed (mph)			35		30	35			35	40		
Link Distance (ft)			649		585	371			289	508		
Travel Time (s)			12.6		13.3	7.2			5.6	8.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)		0%					0%					
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Left	Left	Right	Left	Left	Left	Right	Right
Median Width(ft)			24		24	12			12	24		
Link Offset(ft)			0		0	0			0	0		
Crosswalk Width(ft)			16		16	16			16	16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		15			9	15		15	9	9
Turn Type	Prot	Prot		Perm			Perm	Perm		Prot	Prot	Prot
Protected Phases	9	9	4!		6!	8!			2!	3!	10	10
Permitted Phases				6!			8!	2!				
Minimum Split (s)	12.5	12.5	29.4	31.2	31.2	35.8	35.8	35.8	35.8	12.5	29.4	29.4
Total Split (s)	22.5	22.5	39.4	76.2	76.2	61.9	61.9	46.7	46.7	22.5	39.4	39.4
Total Split (%)	11.3%	11.3%	19.7%	38.1%	38.1%	31.0%	31.0%	23.4%	23.4%	11.3%	19.7%	19.7%
Maximum Green (s)	17.5	17.5	33.0	70.0	70.0	55.1	55.1	39.9	39.9	16.5	33.0	33.0
Yellow Time (s)	3.0	3.0	4.0	3.2	3.2	3.6	3.6	3.6	3.6	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.4	3.0	3.0	3.2	3.2	3.2	3.2	2.0	2.4	2.4
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	0.0
Total Lost Time (s)	5.0	5.0	6.4	6.2	6.2	6.8	6.8	6.8	6.8	6.0	6.4	6.4
Lead/Lag	Lead	Lead	Lag					Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes	Yes	Yes	Yes
Walk Time (s)			7.0	7.0	7.0	18.0	18.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)			16.0	18.0	18.0	11.0	11.0	22.0	22.0		16.0	16.0
Pedestrian Calls (#/hr)			0	0	0	0	0	0	0		0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												

Lane Group	Ø1
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Minimum Split (s)	19.5
Total Split (s)	29.5
Total Split (%)	15%
Maximum Green (s)	25.5
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020

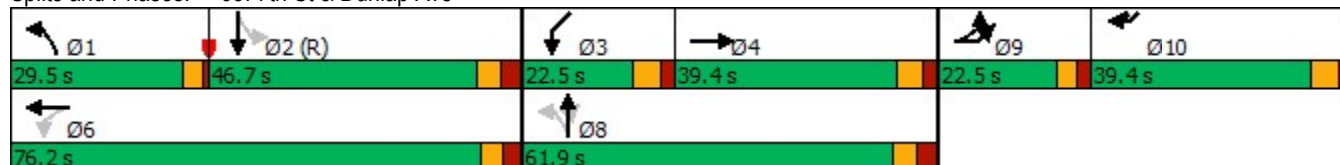


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SWL	SWR	SWR2
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)			569		505	291			209	428		
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type:	Other
Cycle Length:	200
Actuated Cycle Length:	200
Offset:	0 (0%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle:	140
Control Type:	Pretimed
Maximum v/c Ratio:	0.00
Intersection Signal Delay:	0.0
Intersection LOS:	A
Intersection Capacity Utilization:	0.0%
ICU Level of Service:	A
Analysis Period (min):	15
! Phase conflict between lane groups.	

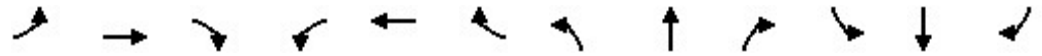
Splits and Phases: 65: 7th St & Dunlap Ave



Lane Group	Ø1
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
120: 7th St & Northern Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	1049	57	65	1625	247	13	1795	158	4	557	183
Future Volume (vph)	163	1049	57	65	1625	247	13	1795	158	4	557	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.86	0.86	0.86	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			0.99	
Frt		0.992			0.980			0.988			0.963	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3508	0	1770	4968	0	0	6318	0	0	3387	0
Flt Permitted	0.076			0.113				0.924			0.936	
Satd. Flow (perm)	142	3508	0	210	4968	0	0	5838	0	0	3170	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			17			19			43	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2632			643			5269			2824	
Travel Time (s)		44.9			11.0			89.8			48.1	
Confl. Peds. (#/hr)	6		2	2		6	7		6	6		7
Confl. Bikes (#/hr)			1						4			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	172	1104	60	68	1711	260	14	1889	166	4	586	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1164	0	68	1971	0	0	2069	0	0	783	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	24.1		9.5	24.1		24.1	24.1		24.1	24.1	
Total Split (s)	13.0	57.8		10.2	55.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.8%	48.2%		8.5%	45.8%		43.3%	43.3%		43.3%	43.3%	
Maximum Green (s)	9.0	52.7		6.2	49.9		46.9	46.9		46.9	46.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
120: 7th St & Northern Ave

09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	62.8	52.7		57.2	49.9			46.9			46.9	
Actuated g/C Ratio	0.52	0.44		0.48	0.42			0.39			0.39	
v/c Ratio	0.88	0.75		0.38	0.95			0.90			0.62	
Control Delay	64.8	31.9		20.1	44.9			40.2			42.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	64.8	31.9		20.1	44.9			40.2			42.6	
LOS	E	C		C	D			D			D	
Approach Delay		36.2			44.1			40.2			42.6	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	80	387		25	528			488			237	
Queue Length 95th (ft)	#211	474		48	#644			532			297	
Internal Link Dist (ft)		2552			563			5189			2744	
Turn Bay Length (ft)	250			240								
Base Capacity (vph)	196	1543		180	2075			2293			1265	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.88	0.75		0.38	0.95			0.90			0.62	

Intersection Summary

































Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 40.9 Intersection LOS: D
 Intersection Capacity Utilization 95.3% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 120: 7th St & Northern Ave



Lanes, Volumes, Timings
7: 7th St & McDowell Rd

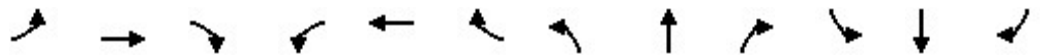
09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	  			  	
Traffic Volume (vph)	122	801	351	289	714	38	641	1116	311	253	1311	69
Future Volume (vph)	122	801	351	289	714	38	641	1116	311	253	1311	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.99		0.94	0.99	1.00		0.99		0.94	0.99	1.00	
Frt			0.850		0.992				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5035	0	3433	5085	1583	1770	5028	0
Flt Permitted	0.214			0.190			0.950			0.144		
Satd. Flow (perm)	396	5085	1487	350	5035	0	3408	5085	1485	266	5028	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			364		7				282		6	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		2675			580			605			313	
Travel Time (s)		182.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	21		43	43		21	40		38	38		40
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	127	834	366	301	744	40	668	1163	324	264	1366	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	834	366	301	784	0	668	1163	324	264	1438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Minimum Split (s)	25.0	37.6	37.6	25.0	37.6		30.0	32.3	32.3	25.0	35.0	
Total Split (s)	23.0	36.0	36.0	23.0	36.0		28.0	38.0	38.0	23.0	33.0	
Total Split (%)	19.2%	30.0%	30.0%	19.2%	30.0%		23.3%	31.7%	31.7%	19.2%	27.5%	
Maximum Green (s)	19.0	30.4	30.4	19.0	30.4		22.7	32.7	32.7	19.0	27.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	

Lanes, Volumes, Timings

11: Palm Ln & 7th St

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕			↕↕↕	
Traffic Volume (vph)	6	20	22	39	59	12	8	1149	30	4	1648	100
Future Volume (vph)	6	20	22	39	59	12	8	1149	30	4	1648	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.939			0.985			0.996			0.991	
Flt Protected		0.993			0.983							
Satd. Flow (prot)	0	1719	0	0	1800	0	0	5062	0	0	5020	0
Flt Permitted		0.969			0.887			0.915			0.937	
Satd. Flow (perm)	0	1677	0	0	1619	0	0	4631	0	0	4704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			5			7			17	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	2		6	6		2	10		1	1		10
Confl. Bikes (#/hr)			1			2			1			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	22	24	42	64	13	9	1249	33	4	1791	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	119	0	0	1291	0	0	1904	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	25.8	25.8		25.8	25.8		23.6	23.6		23.6	23.6	
Total Split (s)	34.0	34.0		34.0	34.0		86.0	86.0		86.0	86.0	
Total Split (%)	28.3%	28.3%		28.3%	28.3%		71.7%	71.7%		71.7%	71.7%	
Maximum Green (s)	29.2	29.2		29.2	29.2		81.4	81.4		81.4	81.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		5.0	5.0		5.0	5.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		29.2			29.2			81.4			81.4	
Actuated g/C Ratio		0.24			0.24			0.68			0.68	
v/c Ratio		0.12			0.30			0.41			0.60	

Lanes, Volumes, Timings
11: Palm Ln & 7th St

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		23.0			37.9			4.7			16.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.0			37.9			4.7			16.0	
LOS		C			D			A			B	
Approach Delay		23.0			37.9			4.7			16.0	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)		17			72			38			393	
Queue Length 95th (ft)		51			127			63			414	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)												
Base Capacity (vph)		426			397			3143			3196	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.30			0.41			0.60	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	12.5
Intersection LOS:	B
Intersection Capacity Utilization:	62.2%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	47	45	68	134	21	7	900	132	2	1734	124
Future Volume (vph)	25	47	45	68	134	21	7	900	132	2	1734	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	115		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	1.00			0.99			1.00	
Frt		0.926			0.979			0.981			0.990	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1705	0	1770	1818	0	0	4963	0	0	5019	0
Flt Permitted	0.540			0.676				0.913			0.939	
Satd. Flow (perm)	999	1705	0	1246	1818	0	0	4531	0	0	4713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			6			49			21	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		1262			642			2652			1316	
Travel Time (s)		28.7			17.5			51.7			25.6	
Confl. Peds. (#/hr)	6		8	8		6	8		6	6		8
Confl. Bikes (#/hr)						1			4			4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	53	51	76	151	24	8	1011	148	2	1948	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	104	0	76	175	0	0	1167	0	0	2089	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	29.0	29.0		29.0	29.0		23.6	23.6		23.6	23.6	
Total Split (s)	34.0	34.0		34.0	34.0		86.0	86.0		86.0	86.0	
Total Split (%)	28.3%	28.3%		28.3%	28.3%		71.7%	71.7%		71.7%	71.7%	
Maximum Green (s)	29.0	29.0		29.0	29.0		81.4	81.4		81.4	81.4	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	29.0	29.0		29.0	29.0			81.4			81.4	
Actuated g/C Ratio	0.24	0.24		0.24	0.24			0.68			0.68	
v/c Ratio	0.12	0.24		0.25	0.40			0.38			0.65	
Control Delay	37.2	30.9		39.5	39.9			13.7			9.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	37.2	30.9		39.5	39.9			13.7			9.3	
LOS	D	C		D	D			B			A	
Approach Delay		32.2			39.8			13.7			9.3	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	17	52		48	110			301			179	
Queue Length 95th (ft)	43	100		92	176			302			m205	
Internal Link Dist (ft)		1182			562			2572			1236	
Turn Bay Length (ft)	150			115								
Base Capacity (vph)	241	427		301	443			3089			3203	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.12	0.24		0.25	0.40			0.38			0.65	

Intersection Summary

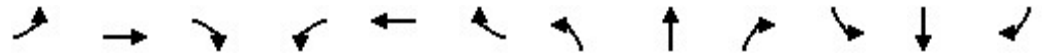
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 13.6 Intersection LOS: B
 Intersection Capacity Utilization 66.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑			↑↑↑			↑↑↑	
Traffic Volume (vph)	80	1177	112	120	1068	55	10	766	102	6	1713	191
Future Volume (vph)	80	1177	112	120	1068	55	10	766	102	6	1713	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.987			0.993			0.983			0.985	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	4991	0	1770	3508	0	0	4982	0	0	4990	0
Flt Permitted	0.114			0.102				0.842			0.936	
Satd. Flow (perm)	212	4991	0	190	3508	0	0	4199	0	0	4671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			5			26			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2660			641			1316			2652	
Travel Time (s)		51.8			12.5			25.6			51.7	
Confl. Peds. (#/hr)	19		36	36		19	19		5	5		19
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1279	122	130	1161	60	11	833	111	7	1862	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1401	0	130	1221	0	0	955	0	0	2077	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	30.1		19.5	30.1			31.2		31.2	31.2	
Total Split (s)	9.6	40.3		19.5	50.2			60.2		60.2	60.2	
Total Split (%)	8.0%	33.6%		16.3%	41.8%			50.2%		50.2%	50.2%	
Maximum Green (s)	5.6	35.2		15.5	45.1			55.0		55.0	55.0	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5			1.6		1.6	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			9.0			9.0		9.0	9.0	
Flash Dont Walk (s)		16.0			16.0			17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

09/16/2020

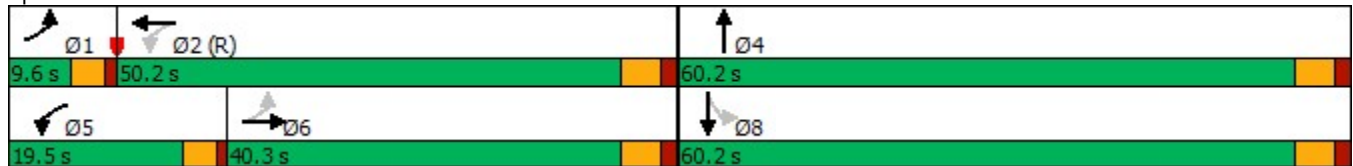


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	41.9	35.2		55.8	45.1			55.0			55.0	
Actuated g/C Ratio	0.35	0.29		0.46	0.38			0.46			0.46	
v/c Ratio	0.60	0.95		0.45	0.92			4.27dr			0.97	
Control Delay	37.5	55.8		24.6	48.3			24.1			60.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	37.5	55.8		24.6	48.3			24.1			60.3	
LOS	D	E		C	D			C			E	
Approach Delay		54.7			46.1			24.1			60.3	
Approach LOS		D			D			C			E	
Queue Length 50th (ft)	37	386		57	470			76			578	
Queue Length 95th (ft)	#76	#486		103	#611			334			m#649	
Internal Link Dist (ft)		2580			561			1236			2572	
Turn Bay Length (ft)	270			225								
Base Capacity (vph)	146	1473		292	1321			1113			2152	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.60	0.95		0.45	0.92			0.86			0.97	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 105
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 49.7 Intersection LOS: D
 Intersection Capacity Utilization 89.4% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

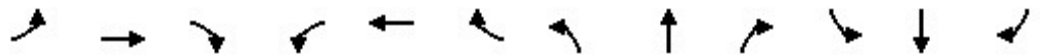
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	726	83	211	1202	44	10	713	114	3	1660	255
Future Volume (vph)	79	726	83	211	1202	44	10	713	114	3	1660	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	160		0	0		0	150		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor					1.00			1.00			1.00	
Frt		0.985			0.995			0.980			0.980	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	3486	0	1770	3519	0	0	4969	0	0	4963	0
Flt Permitted	0.106			0.119				0.845			0.939	
Satd. Flow (perm)	197	3486	0	222	3519	0	0	4203	0	0	4661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4			32			31	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2757			659			2652			2640	
Travel Time (s)		53.7			12.8			51.7			51.4	
Confl. Peds. (#/hr)	5					5	10		1	1		10
Confl. Bikes (#/hr)						4			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	84	772	88	224	1279	47	11	759	121	3	1766	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	860	0	224	1326	0	0	891	0	0	2040	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm	NA	
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	25.9		9.5	25.9			24.8		24.8	24.8	
Total Split (s)	9.5	42.7		17.9	51.1			59.4		59.4	59.4	
Total Split (%)	7.9%	35.6%		14.9%	42.6%			49.5%		49.5%	49.5%	
Maximum Green (s)	5.5	37.8		13.9	46.2			54.6		54.6	54.6	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.2		1.2	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.8			4.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		13.0			13.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

09/16/2020

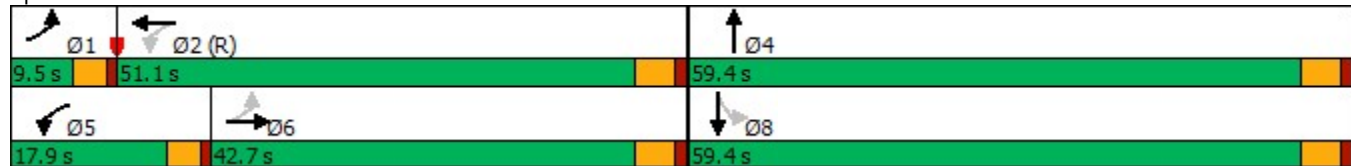


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	44.2	37.8		56.6	46.2			54.6			54.6	
Actuated g/C Ratio	0.37	0.32		0.47	0.38			0.46			0.46	
v/c Ratio	0.58	0.78		0.79	0.98			3.78dr			0.95	
Control Delay	36.1	42.6		43.9	56.2			52.3			61.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	36.1	42.6		43.9	56.2			52.3			61.0	
LOS	D	D		D	E			D			E	
Approach Delay		42.0			54.4			52.3			61.0	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	35	313		103	525			224			568	
Queue Length 95th (ft)	#72	392		#227	#688			m276			#642	
Internal Link Dist (ft)		2677			579			2572			2560	
Turn Bay Length (ft)	150			160								
Base Capacity (vph)	144	1105		284	1357			1110			2137	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.58	0.78		0.79	0.98			0.80			0.95	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 54.4 Intersection LOS: D
 Intersection Capacity Utilization 90.4% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
25: 7th St & Indian School Rd

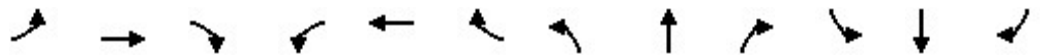
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1146	66	174	1134	58	10	553	107	18	1859	356
Future Volume (vph)	117	1146	66	174	1134	58	10	553	107	18	1859	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	220		0	0		0	150		115
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	0.97
Frt		0.992			0.993			0.976				0.850
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	5033	0	1770	3503	0	0	4922	0	0	5085	1583
Flt Permitted	0.100			0.090				0.860			0.927	
Satd. Flow (perm)	186	5033	0	168	3503	0	0	4238	0	0	4714	1542
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			5			42				147
Link Speed (mph)		35			35			35				35
Link Distance (ft)		2656			639			2640				1221
Travel Time (s)		51.7			12.4			51.4				23.8
Confl. Peds. (#/hr)	33		17	17		33	8		19	19		8
Confl. Bikes (#/hr)			1			2			3			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	122	1194	69	181	1181	60	10	576	111	19	1936	371
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	1263	0	181	1241	0	0	697	0	0	1955	371
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		8
Minimum Split (s)	9.5	25.9		9.5	25.9			25.9		25.9	25.9	25.9
Total Split (s)	10.0	45.1		15.9	51.0			59.0		59.0	59.0	59.0
Total Split (%)	8.3%	37.6%		13.3%	42.5%			49.2%		49.2%	49.2%	49.2%
Maximum Green (s)	6.0	40.2		11.9	46.1			54.1		54.1	54.1	54.1
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3		1.3	1.3	1.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9		4.9	4.9	4.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	8.0
Flash Dont Walk (s)		13.0			13.0			13.0		13.0	13.0	13.0
Pedestrian Calls (#/hr)		0			0			0		0	0	0

Lanes, Volumes, Timings
25: 7th St & Indian School Rd

09/16/2020

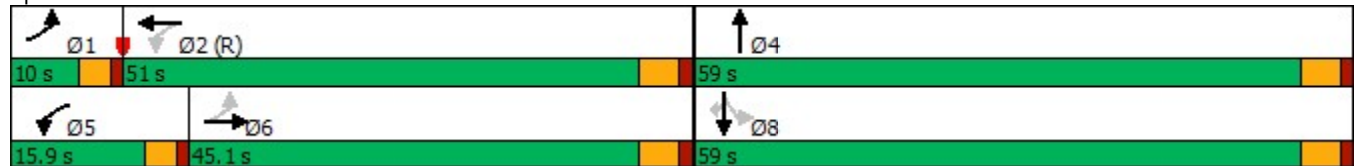


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	47.1	40.2		57.0	46.1			54.1			54.1	54.1
Actuated g/C Ratio	0.39	0.34		0.48	0.38			0.45			0.45	0.45
v/c Ratio	0.80	0.75		0.76	0.92			2.64dr			0.92	0.48
Control Delay	57.6	38.5		45.8	47.2			48.1			33.8	19.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	57.6	38.5		45.8	47.2			48.1			33.8	19.9
LOS	E	D		D	D			D			C	B
Approach Delay		40.2			47.0			48.1			31.6	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	52	314		84	474			175			311	125
Queue Length 95th (ft)	#148	371		#194	#616			m219			m194	m66
Internal Link Dist (ft)		2576			559			2560			1141	
Turn Bay Length (ft)	240			220								115
Base Capacity (vph)	152	1691		238	1348			1122			2125	775
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.80	0.75		0.76	0.92			0.62			0.92	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 39.4 Intersection LOS: D
 Intersection Capacity Utilization 99.7% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 25: 7th St & Indian School Rd



Lanes, Volumes, Timings
29: 7th St & VA Med Center

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	16	1	0	3	1	735	14	10	2275	121
Future Volume (vph)	11	0	16	1	0	3	1	735	14	10	2275	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor					0.99			1.00				1.00
Frt			0.850		0.899			0.997				0.992
Flt Protected	0.950				0.988							
Satd. Flow (prot)	1770	0	1583	0	1655	0	0	5060	0	0	5038	0
Flt Permitted	0.260				0.988			0.936			0.935	
Satd. Flow (perm)	484	0	1583	0	1643	0	0	4737	0	0	4710	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		59			4			11	
Link Speed (mph)		15			15			35			35	
Link Distance (ft)		245			470			1221			1430	
Travel Time (s)		11.1			21.4			23.8			27.9	
Confl. Peds. (#/hr)			14	14			1		21	21		1
Confl. Bikes (#/hr)									6			3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	0	17	1	0	3	1	782	15	11	2420	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	0	17	0	4	0	0	798	0	0	2560	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm		Prot	custom	NA		Perm	NA			NA	
Protected Phases			2		8			1				1
Permitted Phases	2			2			1					
Minimum Split (s)	26.8		26.8	26.8	22.5		23.7	23.7			23.7	
Total Split (s)	27.3		27.3	27.3	22.5		70.2	70.2			70.2	
Total Split (%)	22.8%		22.8%	22.8%	18.8%		58.5%	58.5%			58.5%	
Maximum Green (s)	22.5		22.5	22.5	18.0		65.5	65.5			65.5	
Yellow Time (s)	3.0		3.0	3.0	3.5		3.6	3.6			3.6	
All-Red Time (s)	1.8		1.8	1.8	1.0		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	
Total Lost Time (s)	4.8		4.8		4.5			4.7			4.7	
Lead/Lag	Lag		Lag	Lag			Lead	Lead			Lead	
Lead-Lag Optimize?	Yes		Yes	Yes			Yes	Yes			Yes	
Walk Time (s)	8.0		8.0	8.0	7.0		8.0	8.0			8.0	
Flash Dont Walk (s)	14.0		14.0	14.0	11.0		8.0	8.0			8.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0			0	

Lanes, Volumes, Timings
29: 7th St & VA Med Center

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	22.5		22.5		18.0			65.5				65.5
Actuated g/C Ratio	0.19		0.19		0.15			0.55				0.55
v/c Ratio	0.13		0.05		0.01			0.31				11.73dr
Control Delay	45.0		0.2		0.0			7.9				297.1
Queue Delay	0.0		0.0		0.0			0.0				0.0
Total Delay	45.0		0.2		0.0			7.9				297.1
LOS	D		A		A			A				F
Approach Delay		18.8						7.9				297.1
Approach LOS		B						A				F
Queue Length 50th (ft)	8		0		0			61				~1058
Queue Length 95th (ft)	27		0		0			m67				#1134
Internal Link Dist (ft)		165			390			1141				1350
Turn Bay Length (ft)												
Base Capacity (vph)	90		342		296			2587				1593
Starvation Cap Reductn	0		0		0			0				0
Spillback Cap Reductn	0		0		0			0				0
Storage Cap Reductn	0		0		0			0				0
Reduced v/c Ratio	0.13		0.05		0.01			0.31				1.61

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWBL, Start of Green
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.61
 Intersection Signal Delay: 226.3 Intersection LOS: F
 Intersection Capacity Utilization 81.0% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 29: 7th St & VA Med Center



Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕↗↘			↕↗↘	
Traffic Volume (vph)	29	0	47	4	10	1	8	665	17	1	2372	58
Future Volume (vph)	29	0	47	4	10	1	8	665	17	1	2372	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.99	0.95		0.99			1.00			1.00	
Frt		0.961	0.850		0.992			0.996			0.996	
Flt Protected		0.964			0.988			0.999				
Satd. Flow (prot)	0	1618	1504	0	1826	0	0	5056	0	0	5060	0
Flt Permitted		0.816			0.956			0.880			0.940	
Satd. Flow (perm)	0	1369	1428	0	1753	0	0	4453	0	0	4757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15	15		1			8			8	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		147			168			1430			1318	
Travel Time (s)		3.3			3.8			27.9			25.7	
Confl. Peds. (#/hr)			19	19			4		3	3		4
Confl. Bikes (#/hr)			6						7			9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	31	0	51	4	11	1	9	715	18	1	2551	62
Shared Lane Traffic (%)			22%									
Lane Group Flow (vph)	0	42	40	0	16	0	0	742	0	0	2614	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2			4			8		
Minimum Split (s)	26.1	26.1	26.1	24.1	24.1		23.6	23.6		23.6	23.6	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		92.0	92.0		92.0	92.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		76.7%	76.7%		76.7%	76.7%	
Maximum Green (s)	22.9	22.9	22.9	22.9	22.9		87.4	87.4		87.4	87.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.1	5.1		5.1			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0	8.0				8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0	13.0				8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0	0				0	0		0	0	
Act Effct Green (s)		22.9	22.9		22.9			87.4			87.4	
Actuated g/C Ratio		0.19	0.19		0.19			0.73			0.73	
v/c Ratio		0.15	0.14		0.05			0.23			0.75	

Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020

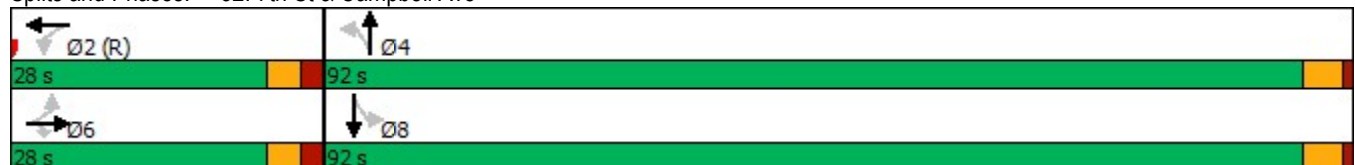


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		30.6	29.8		38.5			10.4			11.2	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		30.6	29.8		38.5			10.4			11.2	
LOS		C	C		D			B			B	
Approach Delay		30.2			38.5			10.4			11.2	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		17	16		10			87			301	
Queue Length 95th (ft)		52	50		30			122			281	
Internal Link Dist (ft)		67			88			1350			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		273	284		335			3245			3466	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.15	0.14		0.05			0.23			0.75	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	11.6
Intersection LOS:	B
Intersection Capacity Utilization:	83.7%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 32: 7th St & Campbell Ave



Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	5	1	167	119	33	10	571	59	11	2386	177
Future Volume (vph)	2	5	1	167	119	33	10	571	59	11	2386	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.92				0.97			0.99				0.98
Frt		0.979			0.967			0.986				0.990
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	1824	0	1770	1754	0	0	4969	0	0	4948	0
Flt Permitted	0.519			0.753				0.852			0.935	
Satd. Flow (perm)	893	1824	0	1403	1754	0	0	4238	0	0	4626	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			10			35			24	
Link Speed (mph)		15			25			35			35	
Link Distance (ft)		549			655			1318			1333	
Travel Time (s)		25.0			17.9			25.7			26.0	
Confl. Peds. (#/hr)	67					67	62		18	18		62
Confl. Bikes (#/hr)						2						4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	2	6	1	192	137	38	11	656	68	13	2743	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	7	0	192	175	0	0	735	0	0	2959	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1				1
Permitted Phases	2			2			1			1		
Minimum Split (s)	27.4	27.4		27.4	27.4		23.6	23.6		23.6	23.6	
Total Split (s)	30.0	30.0		30.0	30.0		90.0	90.0		90.0	90.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		75.0%	75.0%		75.0%	75.0%	
Maximum Green (s)	24.6	24.6		24.6	24.6		85.4	85.4		85.4	85.4	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.4	5.4		5.4	5.4			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	24.6	24.6		24.6	24.6			85.4			85.4	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.71			0.71	
v/c Ratio	0.01	0.02		0.67	0.48			0.24			0.90	
Control Delay	38.5	36.0		56.6	44.5			5.9			16.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	38.5	36.0		56.6	44.5			5.9			16.8	
LOS	D	D		E	D			A			B	
Approach Delay		36.6			50.9			5.9			16.8	
Approach LOS		D			D			A			B	
Queue Length 50th (ft)	1	4		138	113			67			326	
Queue Length 95th (ft)	8	16		213	178			65			m293	
Internal Link Dist (ft)		469			575			1238			1253	
Turn Bay Length (ft)	60			200								
Base Capacity (vph)	183	374		287	367			3026			3299	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.02		0.67	0.48			0.24			0.90	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 17.9 Intersection LOS: B
 Intersection Capacity Utilization 84.6% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: 7th St & Highland Ave



Lanes, Volumes, Timings
38: 7th St & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1449	114	47	852	177	10	411	100	23	2245	110
Future Volume (vph)	144	1449	114	47	852	177	10	411	100	23	2245	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			0.99			0.99			1.00	
Frt		0.989			0.974			0.971			0.993	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	5011	0	1770	3429	0	0	4896	0	0	5043	0
Flt Permitted	0.106			0.103				0.816			0.929	
Satd. Flow (perm)	197	5011	0	192	3429	0	0	3999	0	0	4684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			21			66			9	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2659			669			1333			2651	
Travel Time (s)		51.8			13.0			26.0			51.6	
Confl. Peds. (#/hr)	11		23	23		11	11		17	17		11
Confl. Bikes (#/hr)			3			1						1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	148	1494	118	48	878	182	10	424	103	24	2314	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	1612	0	48	1060	0	0	537	0	0	2451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	26.9		12.5	26.9			26.9		26.9	26.9	
Total Split (s)	11.4	42.5		12.5	43.6			65.0		65.0	65.0	
Total Split (%)	9.5%	35.4%		10.4%	36.3%			54.2%		54.2%	54.2%	
Maximum Green (s)	7.4	37.6		8.5	38.7			60.1		60.1	60.1	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3		1.3	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9		4.9	4.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0			14.0		14.0	14.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
38: 7th St & Camelback Rd

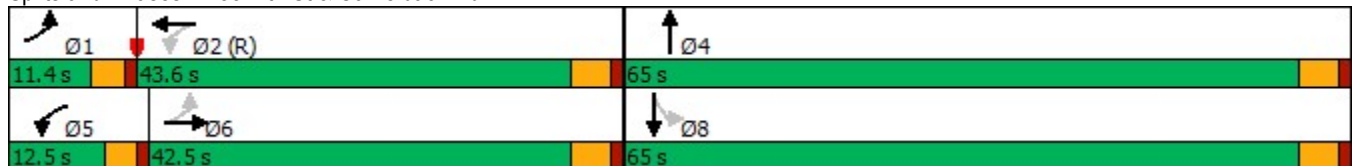
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	45.9	37.6		48.1	38.7			60.1			60.1	
Actuated g/C Ratio	0.38	0.31		0.40	0.32			0.50			0.50	
v/c Ratio	0.86	1.02		0.26	0.95			1.56dr			1.04	
Control Delay	65.5	69.0		24.0	56.0			12.8			64.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	65.5	69.0		24.0	56.0			12.8			64.4	
LOS	E	E		C	E			B			E	
Approach Delay		68.7			54.6			12.8			64.4	
Approach LOS		E			D			B			E	
Queue Length 50th (ft)	71	~483		22	413			53			~639	
Queue Length 95th (ft)	#184	#583		46	#553			65			m#598	
Internal Link Dist (ft)		2579			589			1253			2571	
Turn Bay Length (ft)	230			160								
Base Capacity (vph)	172	1577		188	1120			1134			2350	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.86	1.02		0.26	0.95			0.47			1.04	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 59.1 Intersection LOS: E
 Intersection Capacity Utilization 110.8% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 38: 7th St & Camelback Rd



Lanes, Volumes, Timings
41: 7th St & Missouri Ave

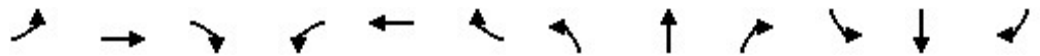
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	1008	99	163	519	51	1	470	94	8	2306	65
Future Volume (vph)	122	1008	99	163	519	51	1	470	94	8	2306	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00			1.00	
Frt		0.987			0.986			0.975			0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	3484	0	0	4939	0	0	5061	0
Flt Permitted	0.264			0.112				0.913			0.938	
Satd. Flow (perm)	491	3487	0	209	3484	0	0	4509	0	0	4747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			9			50			5	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		2651			674			2651			2642	
Travel Time (s)		51.6			13.1			51.6			45.0	
Confl. Peds. (#/hr)	4		5	5		4	10		6	6		10
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	126	1039	102	168	535	53	1	485	97	8	2377	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1141	0	168	588	0	0	583	0	0	2452	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	26.9		12.5	26.9		24.1	24.1		24.1	24.1	
Total Split (s)	14.5	42.4		12.6	40.5		65.0	65.0		65.0	65.0	
Total Split (%)	12.1%	35.3%		10.5%	33.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	10.5	37.5		8.6	35.6		59.9	59.9		59.9	59.9	
Yellow Time (s)	3.0	3.6		3.0	3.6		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020

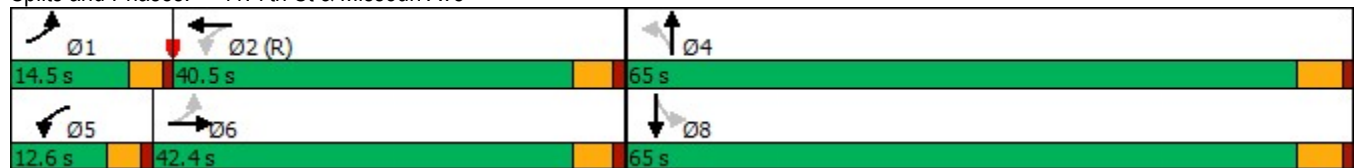


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	48.9	37.5		45.1	35.6			59.9			59.9	
Actuated g/C Ratio	0.41	0.31		0.38	0.30			0.50			0.50	
v/c Ratio	0.41	1.04		0.88	0.57			0.26			1.03	
Control Delay	25.6	78.9		67.8	37.6			20.1			58.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	25.6	78.9		67.8	37.6			20.1			58.6	
LOS	C	E		E	D			C			E	
Approach Delay		73.6			44.3			20.1			58.6	
Approach LOS		E			D			C			E	
Queue Length 50th (ft)	59	~501		81	199			73			~728	
Queue Length 95th (ft)	101	#638		#210	258			m102			m542	
Internal Link Dist (ft)		2571			594			2571			2562	
Turn Bay Length (ft)	180			150								
Base Capacity (vph)	311	1095		190	1039			2275			2372	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.41	1.04		0.88	0.57			0.26			1.03	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 55.8 Intersection LOS: E
 Intersection Capacity Utilization 103.3% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 41: 7th St & Missouri Ave



Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

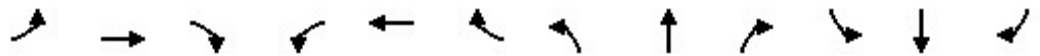
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1347	165	156	695	44	1	446	124	8	2277	112
Future Volume (vph)	110	1347	165	156	695	44	1	446	124	8	2277	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.984			0.991			0.967			0.993	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4992	0	1770	3503	0	0	4880	0	0	5044	0
Flt Permitted	0.950			0.950				0.887			0.938	
Satd. Flow (perm)	1763	4992	0	1768	3503	0	0	4329	0	0	4731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			5			81			8	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3809			800			2642			1324	
Travel Time (s)		64.9			13.6			45.0			22.6	
Confl. Peds. (#/hr)	7		7	7		7	7		13	13		7
Confl. Bikes (#/hr)									4			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	113	1389	170	161	716	45	1	460	128	8	2347	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	1559	0	161	761	0	0	589	0	0	2470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4			8		
Minimum Split (s)	10.1	31.3		10.1	30.3		27.1	27.1		27.1	27.1	
Total Split (s)	16.2	41.0		16.0	40.8		63.0	63.0		63.0	63.0	
Total Split (%)	13.5%	34.2%		13.3%	34.0%		52.5%	52.5%		52.5%	52.5%	
Maximum Green (s)	11.1	35.7		10.9	35.5		57.9	57.9		57.9	57.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.1	1.3		2.1	1.3		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.1	5.3		5.1	5.3			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		17.0			17.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

09/16/2020

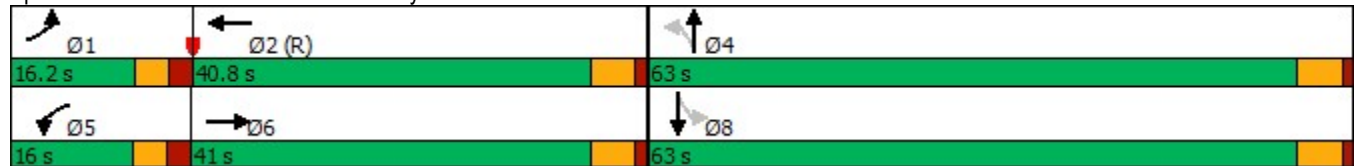


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	11.1	35.7		10.9	35.5			57.9			57.9	
Actuated g/C Ratio	0.09	0.30		0.09	0.30			0.48			0.48	
v/c Ratio	0.69	1.04		1.01	0.73			0.28			1.08	
Control Delay	75.1	75.6		127.4	42.7			11.8			71.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	75.1	75.6		127.4	42.7			11.8			71.0	
LOS	E	E		F	D			B			E	
Approach Delay		75.6			57.5			11.8			71.0	
Approach LOS		E			E			B			E	
Queue Length 50th (ft)	86	~475		~127	276			66			~406	
Queue Length 95th (ft)	#171	#574		#270	350			79			#503	
Internal Link Dist (ft)		3729			720			2562			1244	
Turn Bay Length (ft)	230			240								
Base Capacity (vph)	163	1497		160	1039			2130			2286	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.69	1.04		1.01	0.73			0.28			1.08	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 64.0 Intersection LOS: E
 Intersection Capacity Utilization 103.4% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 44: 7th St & Bethany Home Rd



Lanes, Volumes, Timings
47: 7th St & Rose Ln

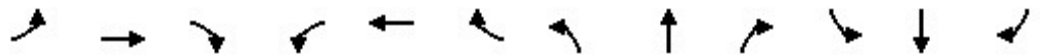
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕			↕↕↕	
Traffic Volume (vph)	21	129	26	58	60	17	1	496	96	4	2354	34
Future Volume (vph)	21	129	26	58	60	17	1	496	96	4	2354	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.980			0.983			0.976			0.998	
Flt Protected		0.994			0.979							
Satd. Flow (prot)	0	1810	0	0	1790	0	0	4927	0	0	5073	0
Flt Permitted		0.953			0.699			0.936			0.939	
Satd. Flow (perm)	0	1735	0	0	1276	0	0	4611	0	0	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5			77			4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		542			562			1324			1318	
Travel Time (s)		14.8			15.3			22.6			22.5	
Confl. Peds. (#/hr)	1		3	3		1	3		6	6		3
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	140	28	63	65	18	1	539	104	4	2559	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	146	0	0	644	0	0	2600	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	26.8	26.8		26.8	26.8		24.0	24.0		24.0	24.0	
Total Split (s)	32.0	32.0		32.0	32.0		88.0	88.0		88.0	88.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		73.3%	73.3%		73.3%	73.3%	
Maximum Green (s)	27.2	27.2		27.2	27.2		83.0	83.0		83.0	83.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		27.2			27.2			83.0			83.0	
Actuated g/C Ratio		0.23			0.23			0.69			0.69	
v/c Ratio		0.48			0.50			0.20			0.79	

Lanes, Volumes, Timings
47: 7th St & Rose Ln

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		43.7			45.8			7.1			12.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		43.7			45.8			7.1			12.3	
LOS		D			D			A			B	
Approach Delay		43.7			45.8			7.1			12.3	
Approach LOS		D			D			A			B	
Queue Length 50th (ft)		125			96			48			271	
Queue Length 95th (ft)		200			165			77			264	
Internal Link Dist (ft)		462			482			1244			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		397			293			3213			3295	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.48			0.50			0.20			0.79	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	14.4
Intersection LOS:	B
Intersection Capacity Utilization	76.4%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 47: 7th St & Rose Ln



Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	312	60	61	202	29	10	454	34	8	2536	51
Future Volume (vph)	62	312	60	61	202	29	10	454	34	8	2536	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	1.00		1.00	1.00			1.00			1.00	
Frt		0.976			0.981			0.990			0.997	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	1812	0	1770	1822	0	0	5011	0	0	5070	0
Flt Permitted	0.431			0.196				0.832			0.938	
Satd. Flow (perm)	798	1812	0	364	1822	0	0	4173	0	0	4755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			6			19			5	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		2639			577			1318			2655	
Travel Time (s)		51.4			11.2			22.5			45.3	
Confl. Peds. (#/hr)	7		4	4		7			8	8		
Confl. Bikes (#/hr)			1			1			4			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	68	343	66	67	222	32	11	499	37	9	2787	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	409	0	67	254	0	0	547	0	0	2852	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2						4		
Minimum Split (s)	26.9	26.9		26.9	26.9			24.0		24.0	24.0	
Total Split (s)	38.0	38.0		38.0	38.0			82.0		82.0	82.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%			68.3%		68.3%	68.3%	
Maximum Green (s)	33.1	33.1		33.1	33.1			77.0		77.0	77.0	
Yellow Time (s)	3.6	3.6		3.6	3.6			4.0		4.0	4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3			1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	

Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	33.1	33.1		33.1	33.1			77.0			77.0	
Actuated g/C Ratio	0.28	0.28		0.28	0.28			0.64			0.64	
v/c Ratio	0.31	0.82		0.67	0.50			1.95dr			0.93	
Control Delay	39.2	54.9		72.2	39.7			8.7			25.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	39.2	54.9		72.2	39.7			8.7			25.0	
LOS	D	D		E	D			A			C	
Approach Delay		52.7			46.5			8.7			25.0	
Approach LOS		D			D			A			C	
Queue Length 50th (ft)	42	296		46	162			53			473	
Queue Length 95th (ft)	86	#453		#124	246			54			m416	
Internal Link Dist (ft)		2559			497			1238			2575	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	220	501		100	506			1529			3052	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.31	0.82		0.67	0.50			0.36			0.93	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 27.6 Intersection LOS: C
 Intersection Capacity Utilization 93.1% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 50: 7th St & Maryland Ave



Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖			↖↖↖			↖↖↖	
Traffic Volume (vph)	154	1442	98	79	850	164	10	468	82	4	2329	92
Future Volume (vph)	154	1442	98	79	850	164	10	468	82	4	2329	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.990			0.976			0.978			0.994	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	5024	0	1770	4941	0	0	4949	0	0	5051	0
Flt Permitted	0.109			0.122				0.795			0.939	
Satd. Flow (perm)	203	5024	0	227	4941	0	0	3938	0	0	4743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			33			41			7	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2642			650			2655			5269	
Travel Time (s)		45.0			11.1			45.3			89.8	
Confl. Peds. (#/hr)	8		12	12		8	4		9	9		4
Confl. Bikes (#/hr)			1			3			5			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	1567	107	86	924	178	11	509	89	4	2532	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	1674	0	86	1102	0	0	609	0	0	2636	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	27.1		9.5	27.1			30.3		30.3	30.3	
Total Split (s)	14.9	43.3		9.5	37.9			67.2		67.2	67.2	
Total Split (%)	12.4%	36.1%		7.9%	31.6%			56.0%		56.0%	56.0%	
Maximum Green (s)	10.9	38.2		5.5	32.8			61.9		61.9	61.9	
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1			1.3		1.3	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.3			5.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			9.0		9.0	9.0	
Flash Dont Walk (s)		14.0			14.0			16.0		16.0	16.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020

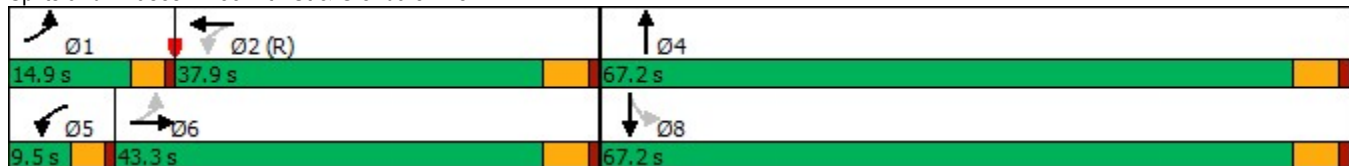


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	48.8	38.2		39.4	32.8			61.9			61.9	
Actuated g/C Ratio	0.41	0.32		0.33	0.27			0.52			0.52	
v/c Ratio	0.75	1.04		0.59	0.80			2.17dr			1.08	
Control Delay	45.8	74.4		41.3	44.6			26.5			58.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	45.8	74.4		41.3	44.6			26.5			58.7	
LOS	D	E		D	D			C			E	
Approach Delay		71.8			44.4			26.5			58.7	
Approach LOS		E			D			C			E	
Queue Length 50th (ft)	84	~513		41	283			116			~856	
Queue Length 95th (ft)	#177	#612		#82	339			159			m709	
Internal Link Dist (ft)		2562			570			2575			5189	
Turn Bay Length (ft)	160			240								
Base Capacity (vph)	224	1605		145	1374			1122			2449	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.75	1.04		0.59	0.80			0.54			1.08	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 56.7 Intersection LOS: E
 Intersection Capacity Utilization 96.3% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 53: 7th St & Glendale Ave



Lanes, Volumes, Timings
56: 7th St & Northern Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	
Traffic Volume (vph)	85	1074	100	228	1301	138	1	454	94	5	2188	131
Future Volume (vph)	85	1074	100	228	1301	138	1	454	94	5	2188	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.987			0.986			0.974			0.992	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	5006	0	0	4930	0	0	5041	0
Flt Permitted	0.100			0.092				0.885			0.939	
Satd. Flow (perm)	186	3487	0	171	5006	0	0	4363	0	0	4733	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			17			49			10	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2632			643			5269			2824	
Travel Time (s)		44.9			11.0			89.8			48.1	
Confl. Peds. (#/hr)	3		5	5		3	1		8	8		1
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	90	1143	106	243	1384	147	1	483	100	5	2328	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1249	0	243	1531	0	0	584	0	0	2472	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	24.1		9.5	24.1		24.1	24.1		24.1	24.1	
Total Split (s)	10.4	45.0		14.0	48.6		61.0	61.0		61.0	61.0	
Total Split (%)	8.7%	37.5%		11.7%	40.5%		50.8%	50.8%		50.8%	50.8%	
Maximum Green (s)	6.4	39.9		10.0	43.5		55.9	55.9		55.9	55.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
56: 7th St & Northern Ave

09/16/2020

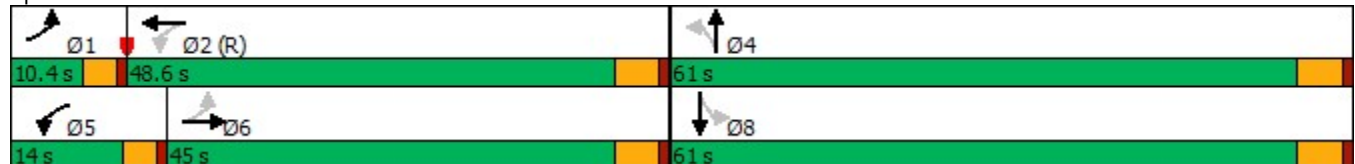


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	47.4	39.9		54.6	43.5			55.9			55.9	
Actuated g/C Ratio	0.40	0.33		0.46	0.36			0.47			0.47	
v/c Ratio	0.57	1.07		1.15	0.84			0.28			1.12	
Control Delay	34.0	86.7		137.2	39.8			21.4			99.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	34.0	86.7		137.2	39.8			21.4			99.9	
LOS	C	F		F	D			C			F	
Approach Delay		83.2			53.1			21.4			99.9	
Approach LOS		F			D			C			F	
Queue Length 50th (ft)	39	~564		~170	391			98			~815	
Queue Length 95th (ft)	#72	#703		#337	455			131			#912	
Internal Link Dist (ft)		2552			563			5189			2744	
Turn Bay Length (ft)	250			240								
Base Capacity (vph)	157	1164		211	1825			2058			2210	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.57	1.07		1.15	0.84			0.28			1.12	

Intersection Summary

















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 75.4 Intersection LOS: E
 Intersection Capacity Utilization 106.0% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 56: 7th St & Northern Ave



Lanes, Volumes, Timings
59: 7th St & Butler Dr

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	50	18	44	52	21	1	622	55	3	2124	15
Future Volume (vph)	8	50	18	44	52	21	1	622	55	3	2124	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.968			0.976			0.988			0.999	
Flt Protected		0.994			0.981							
Satd. Flow (prot)	0	1786	0	0	1783	0	0	5015	0	0	5079	0
Flt Permitted		0.969			0.866			0.937			0.939	
Satd. Flow (perm)	0	1741	0	0	1574	0	0	4699	0	0	4770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			8			30			2	
Link Speed (mph)		25			25			40			35	
Link Distance (ft)		609			391			2824			1327	
Travel Time (s)		16.6			10.7			48.1			25.9	
Confl. Peds. (#/hr)			1	1					1	1		
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	53	19	47	55	22	1	662	59	3	2260	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	124	0	0	722	0	0	2279	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	23.8	23.8		23.8	23.8		31.0	31.0		31.0	31.0	
Total Split (s)	30.0	30.0		30.0	30.0		90.0	90.0		90.0	90.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		75.0%	75.0%		75.0%	75.0%	
Maximum Green (s)	25.2	25.2		25.2	25.2		85.0	85.0		85.0	85.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.2			25.2			85.0			85.0	
Actuated g/C Ratio		0.21			0.21			0.71			0.71	
v/c Ratio		0.22			0.37			0.22			0.67	

Lanes, Volumes, Timings

59: 7th St & Butler Dr

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		35.1			41.6			3.0			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.1			41.6			3.0			7.1	
LOS		D			D			A			A	
Approach Delay		35.1			41.6			3.0			7.1	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		44			77			32			172	
Queue Length 95th (ft)		90			137			m38			182	
Internal Link Dist (ft)		529			311			2744			1247	
Turn Bay Length (ft)												
Base Capacity (vph)		375			336			3337			3379	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.22			0.37			0.22			0.67	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 8.3
 Intersection LOS: A
 Intersection Capacity Utilization 67.4%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 59: 7th St & Butler Dr



Lanes, Volumes, Timings
62: 7th St & Alice Ave

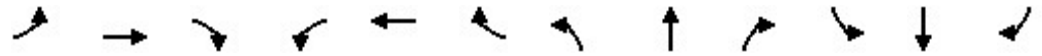
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	89	61	39	88	12	1	626	8	2	2214	23
Future Volume (vph)	63	89	61	39	88	12	1	626	8	2	2214	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	110		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.98	0.99		0.98	1.00			1.00			1.00	
Fr _t		0.939			0.982			0.998			0.998	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	1725	0	1770	1821	0	0	5071	0	0	5073	0
Fl _t Permitted	0.648			0.526				0.937			0.940	
Satd. Flow (perm)	1182	1725	0	965	1821	0	0	4752	0	0	4769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			5			4			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		703			685			1327			993	
Travel Time (s)		19.2			18.7			25.9			19.3	
Confl. Peds. (#/hr)	14		12	12		14	5		9	9		5
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	97	66	42	96	13	1	680	9	2	2407	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	163	0	42	109	0	0	690	0	0	2434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	24.8	24.8		24.8	24.8		23.6	23.6		23.6	23.6	
Total Split (s)	29.0	29.0		29.0	29.0		91.0	91.0		91.0	91.0	
Total Split (%)	24.2%	24.2%		24.2%	24.2%		75.8%	75.8%		75.8%	75.8%	
Maximum Green (s)	24.2	24.2		24.2	24.2		86.4	86.4		86.4	86.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	9.0	9.0		9.0	9.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	24.2	24.2		24.2	24.2			86.4			86.4	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.72			0.72	
v/c Ratio	0.29	0.46		0.22	0.29			0.20			0.71	
Control Delay	44.5	44.0		43.5	41.3			10.7			11.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	44.5	44.0		43.5	41.3			10.7			11.0	
LOS	D	D		D	D			B			B	
Approach Delay		44.1			41.9			10.7			11.0	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	45	104		27	69			96			348	
Queue Length 95th (ft)	90	174		62	123			116			398	
Internal Link Dist (ft)		623			605			1247			913	
Turn Bay Length (ft)	120			110								
Base Capacity (vph)	238	356		194	371			3422			3434	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.29	0.46		0.22	0.29			0.20			0.71	

Intersection Summary

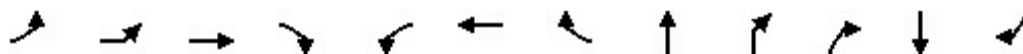
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 79.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 62: 7th St & Alice Ave



Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	NBR2	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Future Volume (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0		0			0
Storage Lanes		2		0	1		0		1			0
Taper Length (ft)		25			25							
Lane Util. Factor	1.00	0.91	0.91	0.95	1.00	1.00	1.00	0.86	0.86	0.91	0.91	0.91
Frt			0.925			0.925		0.925	0.850		0.925	
Flt Protected	0.950	0.950			0.950							
Satd. Flow (prot)	1770	1610	3136	0	1770	1723	0	4445	1362	0	4704	0
Flt Permitted	0.950	0.950			0.073							
Satd. Flow (perm)	1770	1610	3136	0	136	1723	0	4445	1362	0	4704	0
Right Turn on Red				Yes						Yes		Yes
Satd. Flow (RTOR)			1084						1089		1088	
Link Speed (mph)			35			30		35			35	
Link Distance (ft)			649			585		371			289	
Travel Time (s)			12.6			13.3		7.2			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Shared Lane Traffic (%)		10%							90%			
Lane Group Flow (vph)	1	1	2	0	1	2	0	2	1	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Right
Median Width(ft)			24			24		0			0	
Link Offset(ft)			0			0		0			0	
Crosswalk Width(ft)			16			16		16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		9	15		9		9	9		9
Turn Type	Prot	Prot	NA		Perm	NA		NA	Perm		NA	
Protected Phases	9	9	4			6!		8			2!	
Permitted Phases					6!			8				
Minimum Split (s)	10.0	10.0	29.4		31.2	31.2		35.8	35.8		35.8	
Total Split (s)	16.0	16.0	31.0		60.9	60.9		36.1	36.1		60.9	
Total Split (%)	8.0%	8.0%	15.5%		30.5%	30.5%		18.1%	18.1%		30.5%	
Maximum Green (s)	11.0	11.0	24.6		54.7	54.7		29.3	29.3		54.1	
Yellow Time (s)	3.0	3.0	4.0		3.2	3.2		3.6	3.6		3.6	
All-Red Time (s)	2.0	2.0	2.4		3.0	3.0		3.2	3.2		3.2	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	6.4		6.2	6.2		6.8	6.8		6.8	
Lead/Lag	Lead	Lead	Lag									
Lead-Lag Optimize?	Yes	Yes	Yes									
Walk Time (s)			7.0		7.0	7.0		18.0	18.0		7.0	
Flash Dont Walk (s)			16.0		18.0	18.0		11.0	11.0		22.0	
Pedestrian Calls (#/hr)			0		0	0		0	0		0	
Act Effct Green (s)	11.0	11.0	34.2		54.7	54.7		29.3	29.3		54.1	
Actuated g/C Ratio	0.06	0.06	0.17		0.27	0.27		0.15	0.15		0.27	
v/c Ratio	0.01	0.01	0.00		0.03	0.00		0.00	0.00		0.00	

Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

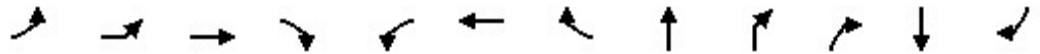
09/16/2020



Lane Group	SWL	SWR	SWR2
Lane Configurations			
Traffic Volume (vph)	1	1	1
Future Volume (vph)	1	1	1
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	350	0	
Storage Lanes	2	4	
Taper Length (ft)	25		
Lane Util. Factor	0.97	0.76	1.00
Frt		0.850	0.850
Flt Protected	0.950		
Satd. Flow (prot)	3433	3610	1583
Flt Permitted	0.950		
Satd. Flow (perm)	3433	3610	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			1085
Link Speed (mph)	40		
Link Distance (ft)	508		
Travel Time (s)	8.7		
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	1	1	1
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1	1	1
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Right	Right
Median Width(ft)	24		
Link Offset(ft)	0		
Crosswalk Width(ft)	16		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15	9	9
Turn Type	Prot	Prot	Prot
Protected Phases	3	10	10
Permitted Phases			
Minimum Split (s)	24.0	29.4	29.4
Total Split (s)	25.0	31.0	31.0
Total Split (%)	12.5%	15.5%	15.5%
Maximum Green (s)	19.0	24.6	24.6
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.4	6.4
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		16.0	16.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	19.0	24.6	24.6
Actuated g/C Ratio	0.10	0.12	0.12
v/c Ratio	0.00	0.00	0.00

Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020

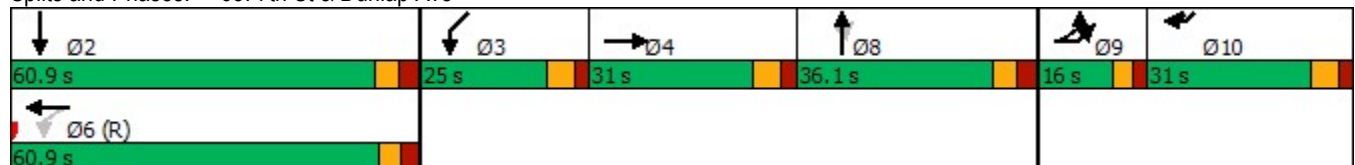


Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	NBR2	SBT	SBR
Control Delay	90.0	90.0	0.0		56.0	53.0		73.0	0.0		0.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Delay	90.0	90.0	0.0		56.0	53.0		73.0	0.0		0.0	
LOS	F	F	A		E	D		E	A		A	
Approach Delay			45.0			54.0		48.7				
Approach LOS			D			D		D				
Queue Length 50th (ft)	1	1	0		1	2		0	0		0	
Queue Length 95th (ft)	9	9	0		7	11		5	0		0	
Internal Link Dist (ft)			569			505		291			209	
Turn Bay Length (ft)												
Base Capacity (vph)	97	88	1213		37	471		651	1128		2066	
Starvation Cap Reductn	0	0	0		0	0		0	0		0	
Spillback Cap Reductn	0	0	0		0	0		0	0		0	
Storage Cap Reductn	0	0	0		0	0		0	0		0	
Reduced v/c Ratio	0.01	0.01	0.00		0.03	0.00		0.00	0.00		0.00	

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green
 Natural Cycle: 165
 Control Type: Pretimed
 Maximum v/c Ratio: 0.03
 Intersection Signal Delay: 43.1
 Intersection LOS: D
 Intersection Capacity Utilization 42.2%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 65: 7th St & Dunlap Ave



Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020



Lane Group	SWL	SWR	SWR2
Control Delay	82.0	77.0	0.0
Queue Delay	0.0	0.0	0.0
Total Delay	82.0	77.0	0.0
LOS	F	E	A
Approach Delay	53.0		
Approach LOS	D		
Queue Length 50th (ft)	0	0	0
Queue Length 95th (ft)	4	3	0
Internal Link Dist (ft)	428		
Turn Bay Length (ft)	350		
Base Capacity (vph)	326	444	1146
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.00	0.00	0.00
Intersection Summary			

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	801	351	289	714	38	641	1116	311	253	1311	69
Future Volume (vph)	122	801	351	289	714	38	641	1116	311	253	1311	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.99		0.94	0.99	1.00		0.99		0.94	0.99	1.00	
Frt			0.850		0.992				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5035	0	3433	5085	1583	1770	5028	0
Flt Permitted	0.214			0.190			0.950			0.144		
Satd. Flow (perm)	396	5085	1487	350	5035	0	3408	5085	1485	266	5028	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			364		7				282		6	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		2675			580			605			313	
Travel Time (s)		182.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	21		43	43		21	40		38	38		40
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	127	834	366	301	744	40	668	1163	324	264	1366	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	834	366	301	784	0	668	1163	324	264	1438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Minimum Split (s)	25.0	37.6	37.6	25.0	37.6		30.0	32.3	32.3	25.0	35.0	
Total Split (s)	23.0	36.0	36.0	23.0	36.0		28.0	38.0	38.0	23.0	33.0	
Total Split (%)	19.2%	30.0%	30.0%	19.2%	30.0%		23.3%	31.7%	31.7%	19.2%	27.5%	
Maximum Green (s)	19.0	30.4	30.4	19.0	30.4		22.7	32.7	32.7	19.0	27.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

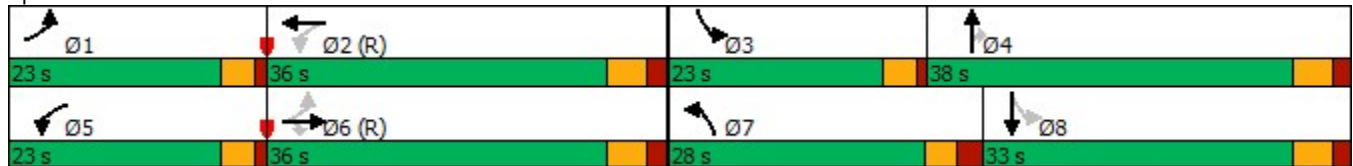
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	51.0	30.4	30.4	51.0	30.4		22.7	32.7	32.7	48.0	27.7	
Actuated g/C Ratio	0.42	0.25	0.25	0.42	0.25		0.19	0.27	0.27	0.40	0.23	
v/c Ratio	0.33	0.65	0.56	0.81	0.61		1.03	0.84	0.53	0.77	1.23	
Control Delay	21.6	42.8	7.5	42.0	41.6		90.8	47.7	10.0	62.8	139.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.6	42.8	7.5	42.0	41.6		90.8	47.7	10.0	62.8	139.6	
LOS	C	D	A	D	D		F	D	A	E	F	
Approach Delay		31.0			41.7			55.4			127.7	
Approach LOS		C			D			E			F	
Queue Length 50th (ft)	56	212	1	149	195		~285	311	24	166	~486	
Queue Length 95th (ft)	95	260	81	#285	241		#404	369	107	#274	#588	
Internal Link Dist (ft)		2595			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	385	1288	648	373	1280		649	1385	609	344	1165	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.33	0.65	0.56	0.81	0.61		1.03	0.84	0.53	0.77	1.23	

Intersection Summary

















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 67.5 Intersection LOS: E
 Intersection Capacity Utilization 104.8% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	20	22	39	59	12	8	1149	30	4	1648	100
Future Volume (vph)	6	20	22	39	59	12	8	1149	30	4	1648	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.939			0.985			0.996			0.991	
Flt Protected		0.993			0.983							
Satd. Flow (prot)	0	1719	0	0	1800	0	0	5062	0	0	5020	0
Flt Permitted		0.969			0.887			0.915			0.937	
Satd. Flow (perm)	0	1677	0	0	1619	0	0	4631	0	0	4704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			5			7			17	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	2		6	6		2	10		1	1		10
Confl. Bikes (#/hr)			1			2			1			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	22	24	42	64	13	9	1249	33	4	1791	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	119	0	0	1291	0	0	1904	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	25.8	25.8		25.8	25.8		23.6	23.6		23.6	23.6	
Total Split (s)	34.0	34.0		34.0	34.0		86.0	86.0		86.0	86.0	
Total Split (%)	28.3%	28.3%		28.3%	28.3%		71.7%	71.7%		71.7%	71.7%	
Maximum Green (s)	29.2	29.2		29.2	29.2		81.4	81.4		81.4	81.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		5.0	5.0		5.0	5.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		29.2			29.2			81.4			81.4	
Actuated g/C Ratio		0.24			0.24			0.68			0.68	
v/c Ratio		0.12			0.30			0.41			0.60	

Lanes, Volumes, Timings
11: Palm Ln & 7th St

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		23.0			37.9			4.7			16.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.0			37.9			4.7			16.0	
LOS		C			D			A			B	
Approach Delay		23.0			37.9			4.7			16.0	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)		17			72			38			393	
Queue Length 95th (ft)		51			127			63			414	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)												
Base Capacity (vph)		426			397			3143			3196	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.30			0.41			0.60	

Intersection Summary





















Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	12.5
Intersection LOS:	B
Intersection Capacity Utilization:	62.2%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 11: Palm Ln & 7th St



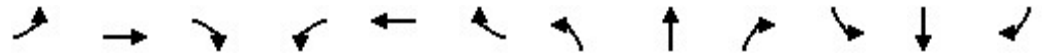
Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	47	45	68	134	21	7	900	132	2	1734	124
Future Volume (vph)	25	47	45	68	134	21	7	900	132	2	1734	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	115		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	1.00			0.99			1.00	
Frt		0.926			0.979			0.981			0.990	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1705	0	1770	1818	0	0	4963	0	0	5019	0
Flt Permitted	0.540			0.676				0.913			0.939	
Satd. Flow (perm)	999	1705	0	1246	1818	0	0	4531	0	0	4713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			6			49			21	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		1262			642			2652			1316	
Travel Time (s)		28.7			17.5			51.7			25.6	
Confl. Peds. (#/hr)	6		8	8		6	8		6	6		8
Confl. Bikes (#/hr)						1			4			4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	53	51	76	151	24	8	1011	148	2	1948	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	104	0	76	175	0	0	1167	0	0	2089	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	29.0	29.0		29.0	29.0		23.6	23.6		23.6	23.6	
Total Split (s)	34.0	34.0		34.0	34.0		86.0	86.0		86.0	86.0	
Total Split (%)	28.3%	28.3%		28.3%	28.3%		71.7%	71.7%		71.7%	71.7%	
Maximum Green (s)	29.0	29.0		29.0	29.0		81.4	81.4		81.4	81.4	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	29.0	29.0		29.0	29.0			81.4			81.4	
Actuated g/C Ratio	0.24	0.24		0.24	0.24			0.68			0.68	
v/c Ratio	0.12	0.24		0.25	0.40			0.38			0.65	
Control Delay	37.2	30.9		39.5	39.9			13.7			9.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	37.2	30.9		39.5	39.9			13.7			9.3	
LOS	D	C		D	D			B			A	
Approach Delay		32.2			39.8			13.7			9.3	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	17	52		48	110			301			179	
Queue Length 95th (ft)	43	100		92	176			302			m205	
Internal Link Dist (ft)		1182			562			2572			1236	
Turn Bay Length (ft)	150			115								
Base Capacity (vph)	241	427		301	443			3089			3203	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.12	0.24		0.25	0.40			0.38			0.65	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 13.6 Intersection LOS: B
 Intersection Capacity Utilization 66.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

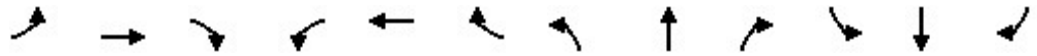
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖			↖↖↖			↖↖↖	
Traffic Volume (vph)	80	1177	112	120	1068	55	10	766	102	6	1713	191
Future Volume (vph)	80	1177	112	120	1068	55	10	766	102	6	1713	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.987			0.993			0.983			0.985	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	4991	0	1770	3508	0	0	4982	0	0	4990	0
Flt Permitted	0.114			0.102				0.842			0.936	
Satd. Flow (perm)	212	4991	0	190	3508	0	0	4199	0	0	4671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			5			26			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2660			641			1316			2652	
Travel Time (s)		51.8			12.5			25.6			51.7	
Confl. Peds. (#/hr)	19		36	36		19	19		5	5		19
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1279	122	130	1161	60	11	833	111	7	1862	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1401	0	130	1221	0	0	955	0	0	2077	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	30.1		19.5	30.1			31.2		31.2	31.2	
Total Split (s)	9.6	40.3		19.5	50.2			60.2		60.2	60.2	
Total Split (%)	8.0%	33.6%		16.3%	41.8%			50.2%		50.2%	50.2%	
Maximum Green (s)	5.6	35.2		15.5	45.1			55.0		55.0	55.0	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5			1.6		1.6	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			9.0			9.0		9.0	9.0	
Flash Dont Walk (s)		16.0			16.0			17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

09/16/2020

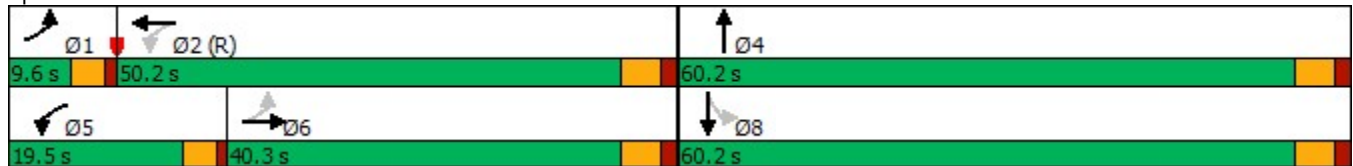


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	41.9	35.2		55.8	45.1			55.0			55.0	
Actuated g/C Ratio	0.35	0.29		0.46	0.38			0.46			0.46	
v/c Ratio	0.60	0.95		0.45	0.92			4.27dr			0.97	
Control Delay	37.5	55.8		24.6	48.3			24.1			60.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	37.5	55.8		24.6	48.3			24.1			60.3	
LOS	D	E		C	D			C			E	
Approach Delay		54.7			46.1			24.1			60.3	
Approach LOS		D			D			C			E	
Queue Length 50th (ft)	37	386		57	470			76			578	
Queue Length 95th (ft)	#76	#486		103	#611			334			m#649	
Internal Link Dist (ft)		2580			561			1236			2572	
Turn Bay Length (ft)	270			225								
Base Capacity (vph)	146	1473		292	1321			1113			2152	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.60	0.95		0.45	0.92			0.86			0.97	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 105
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 49.7 Intersection LOS: D
 Intersection Capacity Utilization 89.4% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

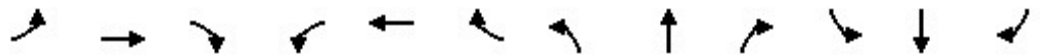
09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	726	83	211	1202	44	10	713	114	3	1660	255
Future Volume (vph)	79	726	83	211	1202	44	10	713	114	3	1660	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	160		0	0		0	150		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor					1.00			1.00			1.00	
Frt		0.985			0.995			0.980			0.980	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	3486	0	1770	3519	0	0	4969	0	0	4963	0
Flt Permitted	0.106			0.119				0.845			0.939	
Satd. Flow (perm)	197	3486	0	222	3519	0	0	4203	0	0	4661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4			32			31	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2757			659			2652			2640	
Travel Time (s)		53.7			12.8			51.7			51.4	
Confl. Peds. (#/hr)	5					5	10		1	1		10
Confl. Bikes (#/hr)						4			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	84	772	88	224	1279	47	11	759	121	3	1766	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	860	0	224	1326	0	0	891	0	0	2040	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	25.9		9.5	25.9			24.8		24.8	24.8	
Total Split (s)	9.5	42.7		17.9	51.1			59.4		59.4	59.4	
Total Split (%)	7.9%	35.6%		14.9%	42.6%			49.5%		49.5%	49.5%	
Maximum Green (s)	5.5	37.8		13.9	46.2			54.6		54.6	54.6	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.2		1.2	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.8			4.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	
Flash Dont Walk (s)		13.0			13.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

09/16/2020

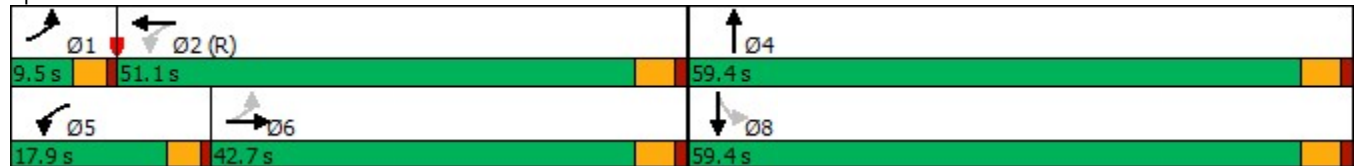


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	44.2	37.8		56.6	46.2			54.6			54.6	
Actuated g/C Ratio	0.37	0.32		0.47	0.38			0.46			0.46	
v/c Ratio	0.58	0.78		0.79	0.98			3.78dr			0.95	
Control Delay	36.1	42.6		43.9	56.2			52.3			61.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	36.1	42.6		43.9	56.2			52.3			61.0	
LOS	D	D		D	E			D			E	
Approach Delay		42.0			54.4			52.3			61.0	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	35	313		103	525			224			568	
Queue Length 95th (ft)	#72	392		#227	#688			m276			#642	
Internal Link Dist (ft)		2677			579			2572			2560	
Turn Bay Length (ft)	150			160								
Base Capacity (vph)	144	1105		284	1357			1110			2137	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.58	0.78		0.79	0.98			0.80			0.95	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 54.4 Intersection LOS: D
 Intersection Capacity Utilization 90.4% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
25: 7th St & Indian School Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1146	66	174	1134	58	10	553	107	18	1859	356
Future Volume (vph)	117	1146	66	174	1134	58	10	553	107	18	1859	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	220		0	0		0	150		115
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	0.97
Frt		0.992			0.993			0.976				0.850
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	5033	0	1770	3503	0	0	4922	0	0	5085	1583
Flt Permitted	0.100			0.090				0.860			0.927	
Satd. Flow (perm)	186	5033	0	168	3503	0	0	4238	0	0	4714	1542
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			5			42				147
Link Speed (mph)		35			35			35				35
Link Distance (ft)		2656			639			2640				1221
Travel Time (s)		51.7			12.4			51.4				23.8
Confl. Peds. (#/hr)	33		17	17		33	8		19	19		8
Confl. Bikes (#/hr)			1			2			3			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	122	1194	69	181	1181	60	10	576	111	19	1936	371
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	1263	0	181	1241	0	0	697	0	0	1955	371
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		8
Minimum Split (s)	9.5	25.9		9.5	25.9			25.9		25.9	25.9	25.9
Total Split (s)	10.0	45.1		15.9	51.0			59.0		59.0	59.0	59.0
Total Split (%)	8.3%	37.6%		13.3%	42.5%			49.2%		49.2%	49.2%	49.2%
Maximum Green (s)	6.0	40.2		11.9	46.1			54.1		54.1	54.1	54.1
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3		1.3	1.3	1.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9		4.9	4.9	4.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0	8.0	8.0
Flash Dont Walk (s)		13.0			13.0			13.0		13.0	13.0	13.0
Pedestrian Calls (#/hr)		0			0			0		0	0	0

Lanes, Volumes, Timings
25: 7th St & Indian School Rd

09/16/2020

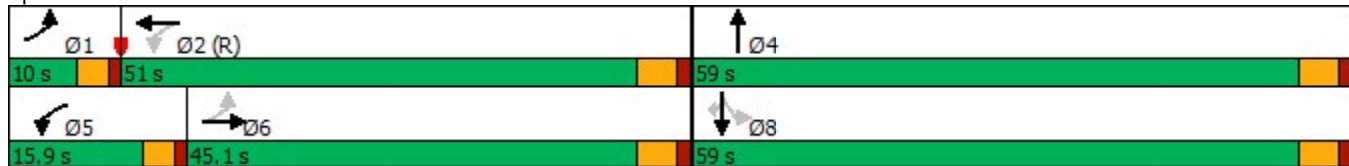


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	47.1	40.2		57.0	46.1			54.1			54.1	54.1
Actuated g/C Ratio	0.39	0.34		0.48	0.38			0.45			0.45	0.45
v/c Ratio	0.80	0.75		0.76	0.92			2.64dr			0.92	0.48
Control Delay	57.6	38.5		45.8	47.2			48.1			33.8	19.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	57.6	38.5		45.8	47.2			48.1			33.8	19.9
LOS	E	D		D	D			D			C	B
Approach Delay		40.2			47.0			48.1			31.6	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	52	314		84	474			175			311	125
Queue Length 95th (ft)	#148	371		#194	#616			m219			m194	m66
Internal Link Dist (ft)		2576			559			2560			1141	
Turn Bay Length (ft)	240			220								115
Base Capacity (vph)	152	1691		238	1348			1122			2125	775
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.80	0.75		0.76	0.92			0.62			0.92	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 39.4 Intersection LOS: D
 Intersection Capacity Utilization 99.7% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 25: 7th St & Indian School Rd



Lanes, Volumes, Timings
29: 7th St & VA Med Center

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	16	1	0	3	1	735	14	10	2275	121
Future Volume (vph)	11	0	16	1	0	3	1	735	14	10	2275	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor					0.99			1.00			1.00	
Frt			0.850		0.899			0.997			0.992	
Flt Protected	0.950				0.988							
Satd. Flow (prot)	1770	0	1583	0	1655	0	0	5060	0	0	5038	0
Flt Permitted	0.260				0.988			0.936			0.935	
Satd. Flow (perm)	484	0	1583	0	1643	0	0	4737	0	0	4710	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		59			4			11	
Link Speed (mph)		15			15			35			35	
Link Distance (ft)		245			470			1221			1430	
Travel Time (s)		11.1			21.4			23.8			27.9	
Confl. Peds. (#/hr)			14	14			1		21	21		1
Confl. Bikes (#/hr)									6			3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	0	17	1	0	3	1	782	15	11	2420	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	0	17	0	4	0	0	798	0	0	2560	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm		Prot	custom	NA		Perm	NA			NA	
Protected Phases			2		8			1			1	
Permitted Phases	2			2			1					
Minimum Split (s)	26.8		26.8	26.8	22.5		23.7	23.7			23.7	
Total Split (s)	27.3		27.3	27.3	22.5		70.2	70.2			70.2	
Total Split (%)	22.8%		22.8%	22.8%	18.8%		58.5%	58.5%			58.5%	
Maximum Green (s)	22.5		22.5	22.5	18.0		65.5	65.5			65.5	
Yellow Time (s)	3.0		3.0	3.0	3.5		3.6	3.6			3.6	
All-Red Time (s)	1.8		1.8	1.8	1.0		1.1	1.1			1.1	
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	
Total Lost Time (s)	4.8		4.8		4.5			4.7			4.7	
Lead/Lag	Lag		Lag	Lag			Lead	Lead			Lead	
Lead-Lag Optimize?	Yes		Yes	Yes			Yes	Yes			Yes	
Walk Time (s)	8.0		8.0	8.0	7.0		8.0	8.0			8.0	
Flash Dont Walk (s)	14.0		14.0	14.0	11.0		8.0	8.0			8.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0			0	

Lanes, Volumes, Timings
29: 7th St & VA Med Center

09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	22.5		22.5		18.0			65.5			65.5	
Actuated g/C Ratio	0.19		0.19		0.15			0.55			0.55	
v/c Ratio	0.13		0.05		0.01			0.31			11.73dr	
Control Delay	45.0		0.2		0.0			7.9			297.1	
Queue Delay	0.0		0.0		0.0			0.0			0.0	
Total Delay	45.0		0.2		0.0			7.9			297.1	
LOS	D		A		A			A			F	
Approach Delay		18.8						7.9			297.1	
Approach LOS		B						A			F	
Queue Length 50th (ft)	8		0		0			61			~1058	
Queue Length 95th (ft)	27		0		0			m67			#1134	
Internal Link Dist (ft)		165			390			1141			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	90		342		296			2587			1593	
Starvation Cap Reductn	0		0		0			0			0	
Spillback Cap Reductn	0		0		0			0			0	
Storage Cap Reductn	0		0		0			0			0	
Reduced v/c Ratio	0.13		0.05		0.01			0.31			1.61	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWBL, Start of Green
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.61
 Intersection Signal Delay: 226.3 Intersection LOS: F
 Intersection Capacity Utilization 81.0% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 29: 7th St & VA Med Center



Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕↗↘			↕↗↘	
Traffic Volume (vph)	29	0	47	4	10	1	8	665	17	1	2372	58
Future Volume (vph)	29	0	47	4	10	1	8	665	17	1	2372	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		0.99	0.95		0.99			1.00			1.00	
Frt		0.961	0.850		0.992			0.996			0.996	
Flt Protected		0.964			0.988			0.999				
Satd. Flow (prot)	0	1618	1504	0	1826	0	0	5056	0	0	5060	0
Flt Permitted		0.816			0.956			0.880			0.940	
Satd. Flow (perm)	0	1369	1428	0	1753	0	0	4453	0	0	4757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15	15		1			8			8	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		147			168			1430			1318	
Travel Time (s)		3.3			3.8			27.9			25.7	
Confl. Peds. (#/hr)			19	19			4		3	3		4
Confl. Bikes (#/hr)			6						7			9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	31	0	51	4	11	1	9	715	18	1	2551	62
Shared Lane Traffic (%)			22%									
Lane Group Flow (vph)	0	42	40	0	16	0	0	742	0	0	2614	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2			4			8		
Minimum Split (s)	26.1	26.1	26.1	24.1	24.1		23.6	23.6		23.6	23.6	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		92.0	92.0		92.0	92.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		76.7%	76.7%		76.7%	76.7%	
Maximum Green (s)	22.9	22.9	22.9	22.9	22.9		87.4	87.4		87.4	87.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.1	5.1		5.1			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0	8.0				8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0	13.0				8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0	0				0	0		0	0	
Act Effct Green (s)		22.9	22.9		22.9			87.4			87.4	
Actuated g/C Ratio		0.19	0.19		0.19			0.73			0.73	
v/c Ratio		0.15	0.14		0.05			0.23			0.75	

Lanes, Volumes, Timings
32: 7th St & Campbell Ave

09/16/2020

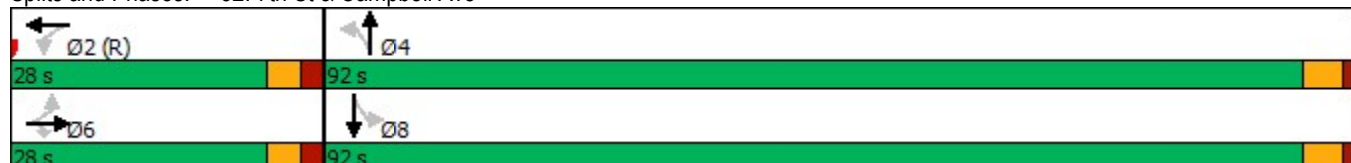


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		30.6	29.8		38.5			10.4			11.2	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		30.6	29.8		38.5			10.4			11.2	
LOS		C	C		D			B			B	
Approach Delay		30.2			38.5			10.4			11.2	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		17	16		10			87			301	
Queue Length 95th (ft)		52	50		30			122			281	
Internal Link Dist (ft)		67			88			1350			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		273	284		335			3245			3466	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.15	0.14		0.05			0.23			0.75	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	11.6
Intersection LOS:	B
Intersection Capacity Utilization:	83.7%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 32: 7th St & Campbell Ave



Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	5	1	167	119	33	10	571	59	11	2386	177
Future Volume (vph)	2	5	1	167	119	33	10	571	59	11	2386	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.92				0.97			0.99				0.98
Frt		0.979			0.967			0.986				0.990
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	1824	0	1770	1754	0	0	4969	0	0	4948	0
Flt Permitted	0.519			0.753				0.852			0.935	
Satd. Flow (perm)	893	1824	0	1403	1754	0	0	4238	0	0	4626	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			10			35			24	
Link Speed (mph)		15			25			35			35	
Link Distance (ft)		549			655			1318			1333	
Travel Time (s)		25.0			17.9			25.7			26.0	
Confl. Peds. (#/hr)	67					67	62		18	18		62
Confl. Bikes (#/hr)						2						4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	2	6	1	192	137	38	11	656	68	13	2743	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	7	0	192	175	0	0	735	0	0	2959	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1				1
Permitted Phases	2			2			1			1		
Minimum Split (s)	27.4	27.4		27.4	27.4		23.6	23.6		23.6	23.6	
Total Split (s)	30.0	30.0		30.0	30.0		90.0	90.0		90.0	90.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		75.0%	75.0%		75.0%	75.0%	
Maximum Green (s)	24.6	24.6		24.6	24.6		85.4	85.4		85.4	85.4	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.4	5.4		5.4	5.4			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
35: 7th St & Highland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	24.6	24.6		24.6	24.6			85.4			85.4	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.71			0.71	
v/c Ratio	0.01	0.02		0.67	0.48			0.24			0.90	
Control Delay	38.5	36.0		56.6	44.5			5.9			16.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	38.5	36.0		56.6	44.5			5.9			16.8	
LOS	D	D		E	D			A			B	
Approach Delay		36.6			50.9			5.9			16.8	
Approach LOS		D			D			A			B	
Queue Length 50th (ft)	1	4		138	113			67			326	
Queue Length 95th (ft)	8	16		213	178			65			m293	
Internal Link Dist (ft)		469			575			1238			1253	
Turn Bay Length (ft)	60			200								
Base Capacity (vph)	183	374		287	367			3026			3299	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.02		0.67	0.48			0.24			0.90	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 17.9
 Intersection LOS: B
 Intersection Capacity Utilization 84.6%
 ICU Level of Service E
 Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: 7th St & Highland Ave



Lanes, Volumes, Timings
38: 7th St & Camelback Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1449	114	47	852	177	10	411	100	23	2245	110
Future Volume (vph)	144	1449	114	47	852	177	10	411	100	23	2245	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			0.99			0.99			1.00	
Frt		0.989			0.974			0.971			0.993	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	5011	0	1770	3429	0	0	4896	0	0	5043	0
Flt Permitted	0.106			0.103				0.816			0.929	
Satd. Flow (perm)	197	5011	0	192	3429	0	0	3999	0	0	4684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			21			66			9	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2659			669			1333			2651	
Travel Time (s)		51.8			13.0			26.0			51.6	
Confl. Peds. (#/hr)	11		23	23		11	11		17	17		11
Confl. Bikes (#/hr)			3			1						1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	148	1494	118	48	878	182	10	424	103	24	2314	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	1612	0	48	1060	0	0	537	0	0	2451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	26.9		12.5	26.9			26.9		26.9		26.9
Total Split (s)	11.4	42.5		12.5	43.6			65.0		65.0		65.0
Total Split (%)	9.5%	35.4%		10.4%	36.3%			54.2%		54.2%		54.2%
Maximum Green (s)	7.4	37.6		8.5	38.7			60.1		60.1		60.1
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6		3.6		3.6
All-Red Time (s)	1.0	1.3		1.0	1.3			1.3		1.3		1.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.9		4.9		4.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0			14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		0			0			0		0		0

Lanes, Volumes, Timings
38: 7th St & Camelback Rd

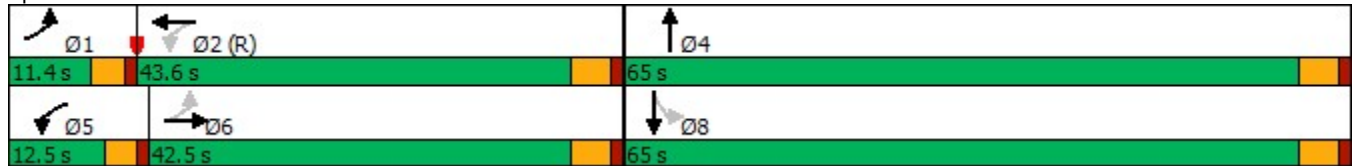
09/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	45.9	37.6		48.1	38.7			60.1			60.1	
Actuated g/C Ratio	0.38	0.31		0.40	0.32			0.50			0.50	
v/c Ratio	0.86	1.02		0.26	0.95			1.56dr			1.04	
Control Delay	65.5	69.0		24.0	56.0			12.8			64.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	65.5	69.0		24.0	56.0			12.8			64.4	
LOS	E	E		C	E			B			E	
Approach Delay		68.7			54.6			12.8			64.4	
Approach LOS		E			D			B			E	
Queue Length 50th (ft)	71	~483		22	413			53			~639	
Queue Length 95th (ft)	#184	#583		46	#553			65			m#598	
Internal Link Dist (ft)		2579			589			1253			2571	
Turn Bay Length (ft)	230			160								
Base Capacity (vph)	172	1577		188	1120			1134			2350	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.86	1.02		0.26	0.95			0.47			1.04	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 59.1 Intersection LOS: E
 Intersection Capacity Utilization 110.8% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 38: 7th St & Camelback Rd



Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	1008	99	163	519	51	1	470	94	8	2306	65
Future Volume (vph)	122	1008	99	163	519	51	1	470	94	8	2306	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00			1.00	
Frt		0.987			0.986			0.975			0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	3484	0	0	4939	0	0	5061	0
Flt Permitted	0.264			0.112				0.913			0.938	
Satd. Flow (perm)	491	3487	0	209	3484	0	0	4509	0	0	4747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			9			50			5	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		2651			674			2651			2642	
Travel Time (s)		51.6			13.1			51.6			45.0	
Confl. Peds. (#/hr)	4		5	5		4	10		6	6		10
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	126	1039	102	168	535	53	1	485	97	8	2377	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1141	0	168	588	0	0	583	0	0	2452	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	26.9		12.5	26.9		24.1	24.1		24.1	24.1	
Total Split (s)	14.5	42.4		12.6	40.5		65.0	65.0		65.0	65.0	
Total Split (%)	12.1%	35.3%		10.5%	33.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	10.5	37.5		8.6	35.6		59.9	59.9		59.9	59.9	
Yellow Time (s)	3.0	3.6		3.0	3.6		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
41: 7th St & Missouri Ave

09/16/2020

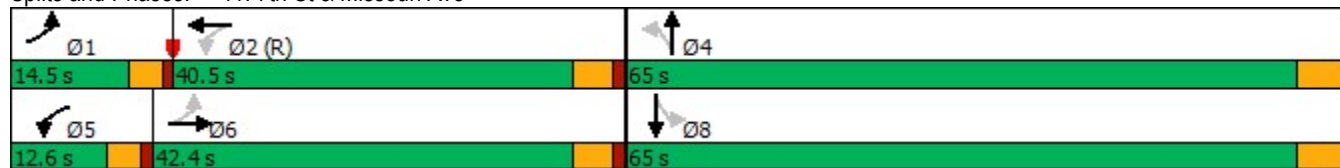


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	48.9	37.5		45.1	35.6			59.9			59.9	
Actuated g/C Ratio	0.41	0.31		0.38	0.30			0.50			0.50	
v/c Ratio	0.41	1.04		0.88	0.57			0.26			1.03	
Control Delay	25.6	78.9		67.8	37.6			20.1			58.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	25.6	78.9		67.8	37.6			20.1			58.6	
LOS	C	E		E	D			C			E	
Approach Delay		73.6			44.3			20.1			58.6	
Approach LOS		E			D			C			E	
Queue Length 50th (ft)	59	~501		81	199			73			~728	
Queue Length 95th (ft)	101	#638		#210	258			m102			m542	
Internal Link Dist (ft)		2571			594			2571			2562	
Turn Bay Length (ft)	180			150								
Base Capacity (vph)	311	1095		190	1039			2275			2372	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.41	1.04		0.88	0.57			0.26			1.03	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 55.8 Intersection LOS: E
 Intersection Capacity Utilization 103.3% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 41: 7th St & Missouri Ave



Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1347	165	156	695	44	1	446	124	8	2277	112
Future Volume (vph)	110	1347	165	156	695	44	1	446	124	8	2277	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.984			0.991			0.967			0.993	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4992	0	1770	3503	0	0	4880	0	0	5044	0
Flt Permitted	0.950			0.950				0.887			0.938	
Satd. Flow (perm)	1763	4992	0	1768	3503	0	0	4329	0	0	4731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			5			81			8	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3809			800			2642			1324	
Travel Time (s)		64.9			13.6			45.0			22.6	
Confl. Peds. (#/hr)	7		7	7		7	7		13	13		7
Confl. Bikes (#/hr)									4			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	113	1389	170	161	716	45	1	460	128	8	2347	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	1559	0	161	761	0	0	589	0	0	2470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4			8		
Minimum Split (s)	10.1	31.3		10.1	30.3		27.1	27.1		27.1	27.1	
Total Split (s)	16.2	41.0		16.0	40.8		63.0	63.0		63.0	63.0	
Total Split (%)	13.5%	34.2%		13.3%	34.0%		52.5%	52.5%		52.5%	52.5%	
Maximum Green (s)	11.1	35.7		10.9	35.5		57.9	57.9		57.9	57.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.1	1.3		2.1	1.3		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.1	5.3		5.1	5.3			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		9.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		17.0			17.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
44: 7th St & Bethany Home Rd

09/16/2020

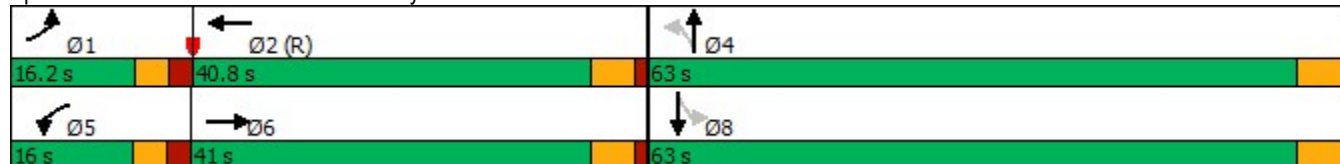


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	11.1	35.7		10.9	35.5			57.9			57.9	
Actuated g/C Ratio	0.09	0.30		0.09	0.30			0.48			0.48	
v/c Ratio	0.69	1.04		1.01	0.73			0.28			1.08	
Control Delay	75.1	75.6		127.4	42.7			11.8			71.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	75.1	75.6		127.4	42.7			11.8			71.0	
LOS	E	E		F	D			B			E	
Approach Delay		75.6			57.5			11.8			71.0	
Approach LOS		E			E			B			E	
Queue Length 50th (ft)	86	~475		~127	276			66			~406	
Queue Length 95th (ft)	#171	#574		#270	350			79			#503	
Internal Link Dist (ft)		3729			720			2562			1244	
Turn Bay Length (ft)	230			240								
Base Capacity (vph)	163	1497		160	1039			2130			2286	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.69	1.04		1.01	0.73			0.28			1.08	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 64.0 Intersection LOS: E
 Intersection Capacity Utilization 103.4% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 44: 7th St & Bethany Home Rd



Lanes, Volumes, Timings
47: 7th St & Rose Ln

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕			↕↕↕	
Traffic Volume (vph)	21	129	26	58	60	17	1	496	96	4	2354	34
Future Volume (vph)	21	129	26	58	60	17	1	496	96	4	2354	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.980			0.983			0.976			0.998	
Flt Protected		0.994			0.979							
Satd. Flow (prot)	0	1810	0	0	1790	0	0	4927	0	0	5073	0
Flt Permitted		0.953			0.699			0.936			0.939	
Satd. Flow (perm)	0	1735	0	0	1276	0	0	4611	0	0	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5			77			4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		542			562			1324			1318	
Travel Time (s)		14.8			15.3			22.6			22.5	
Confl. Peds. (#/hr)	1		3	3		1	3		6	6		3
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	140	28	63	65	18	1	539	104	4	2559	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	146	0	0	644	0	0	2600	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	26.8	26.8		26.8	26.8		24.0	24.0		24.0	24.0	
Total Split (s)	32.0	32.0		32.0	32.0		88.0	88.0		88.0	88.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		73.3%	73.3%		73.3%	73.3%	
Maximum Green (s)	27.2	27.2		27.2	27.2		83.0	83.0		83.0	83.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		27.2			27.2			83.0			83.0	
Actuated g/C Ratio		0.23			0.23			0.69			0.69	
v/c Ratio		0.48			0.50			0.20			0.79	

Lanes, Volumes, Timings
47: 7th St & Rose Ln

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		43.7			45.8			7.1			12.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		43.7			45.8			7.1			12.3	
LOS		D			D			A			B	
Approach Delay		43.7			45.8			7.1			12.3	
Approach LOS		D			D			A			B	
Queue Length 50th (ft)		125			96			48			271	
Queue Length 95th (ft)		200			165			77			264	
Internal Link Dist (ft)		462			482			1244			1238	
Turn Bay Length (ft)												
Base Capacity (vph)		397			293			3213			3295	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.48			0.50			0.20			0.79	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	14.4
Intersection LOS:	B
Intersection Capacity Utilization:	76.4%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 47: 7th St & Rose Ln



Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	312	60	61	202	29	10	454	34	8	2536	51
Future Volume (vph)	62	312	60	61	202	29	10	454	34	8	2536	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.99	1.00		1.00	1.00			1.00			1.00	
Frt		0.976			0.981			0.990			0.997	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	1812	0	1770	1822	0	0	5011	0	0	5070	0
Flt Permitted	0.431			0.196				0.832			0.938	
Satd. Flow (perm)	798	1812	0	364	1822	0	0	4173	0	0	4755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			6			19			5	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		2639			577			1318			2655	
Travel Time (s)		51.4			11.2			22.5			45.3	
Confl. Peds. (#/hr)	7		4	4		7			8	8		
Confl. Bikes (#/hr)			1			1			4			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	68	343	66	67	222	32	11	499	37	9	2787	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	409	0	67	254	0	0	547	0	0	2852	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2						4		
Minimum Split (s)	26.9	26.9		26.9	26.9			24.0		24.0	24.0	
Total Split (s)	38.0	38.0		38.0	38.0			82.0		82.0	82.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%			68.3%		68.3%	68.3%	
Maximum Green (s)	33.1	33.1		33.1	33.1			77.0		77.0	77.0	
Yellow Time (s)	3.6	3.6		3.6	3.6			4.0		4.0	4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3			1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		4.9	4.9			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	

Lanes, Volumes, Timings
50: 7th St & Maryland Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	33.1	33.1		33.1	33.1			77.0			77.0	
Actuated g/C Ratio	0.28	0.28		0.28	0.28			0.64			0.64	
v/c Ratio	0.31	0.82		0.67	0.50			1.95dr			0.93	
Control Delay	39.2	54.9		72.2	39.7			8.7			25.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	39.2	54.9		72.2	39.7			8.7			25.0	
LOS	D	D		E	D			A			C	
Approach Delay		52.7			46.5			8.7			25.0	
Approach LOS		D			D			A			C	
Queue Length 50th (ft)	42	296		46	162			53			473	
Queue Length 95th (ft)	86	#453		#124	246			54			m416	
Internal Link Dist (ft)		2559			497			1238			2575	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	220	501		100	506			1529			3052	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.31	0.82		0.67	0.50			0.36			0.93	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 27.6 Intersection LOS: C
 Intersection Capacity Utilization 93.1% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 50: 7th St & Maryland Ave



Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖			↖↖↖			↖↖↖	
Traffic Volume (vph)	154	1442	98	79	850	164	10	468	82	4	2329	92
Future Volume (vph)	154	1442	98	79	850	164	10	468	82	4	2329	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.990			0.976			0.978			0.994	
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1770	5024	0	1770	4941	0	0	4949	0	0	5051	0
Flt Permitted	0.109			0.122				0.795			0.939	
Satd. Flow (perm)	203	5024	0	227	4941	0	0	3938	0	0	4743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			33			41			7	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2642			650			2655			5269	
Travel Time (s)		45.0			11.1			45.3			89.8	
Confl. Peds. (#/hr)	8		12	12		8	4		9	9		4
Confl. Bikes (#/hr)			1			3			5			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	1567	107	86	924	178	11	509	89	4	2532	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	1674	0	86	1102	0	0	609	0	0	2636	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA			NA		Perm		NA
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2						8		
Minimum Split (s)	9.5	27.1		9.5	27.1			30.3		30.3		30.3
Total Split (s)	14.9	43.3		9.5	37.9			67.2		67.2		67.2
Total Split (%)	12.4%	36.1%		7.9%	31.6%			56.0%		56.0%		56.0%
Maximum Green (s)	10.9	38.2		5.5	32.8			61.9		61.9		61.9
Yellow Time (s)	3.0	4.0		3.0	4.0			4.0		4.0		4.0
All-Red Time (s)	1.0	1.1		1.0	1.1			1.3		1.3		1.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.3		5.3		5.3
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0			9.0		9.0		9.0
Flash Dont Walk (s)		14.0			14.0			16.0		16.0		16.0
Pedestrian Calls (#/hr)		0			0			0		0		0

Lanes, Volumes, Timings
53: 7th St & Glendale Ave

09/16/2020

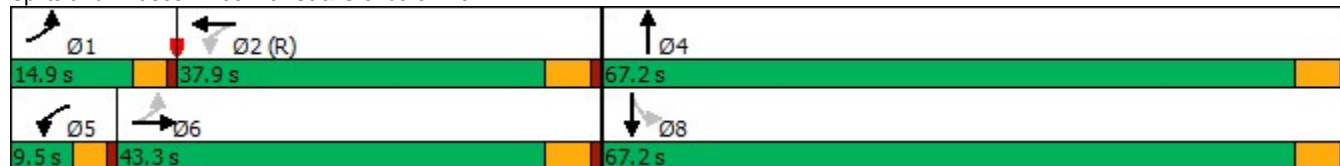


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	48.8	38.2		39.4	32.8			61.9			61.9	
Actuated g/C Ratio	0.41	0.32		0.33	0.27			0.52			0.52	
v/c Ratio	0.75	1.04		0.59	0.80			2.17dr			1.08	
Control Delay	45.8	74.4		41.3	44.6			26.5			58.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	45.8	74.4		41.3	44.6			26.5			58.7	
LOS	D	E		D	D			C			E	
Approach Delay		71.8			44.4			26.5			58.7	
Approach LOS		E			D			C			E	
Queue Length 50th (ft)	84	~513		41	283			116			~856	
Queue Length 95th (ft)	#177	#612		#82	339			159			m709	
Internal Link Dist (ft)		2562			570			2575			5189	
Turn Bay Length (ft)	160			240								
Base Capacity (vph)	224	1605		145	1374			1122			2449	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.75	1.04		0.59	0.80			0.54			1.08	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 56.7 Intersection LOS: E
 Intersection Capacity Utilization 96.3% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 53: 7th St & Glendale Ave



Lanes, Volumes, Timings
56: 7th St & Northern Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↗			↗	
Traffic Volume (vph)	85	1074	100	228	1301	138	1	454	94	5	2188	131
Future Volume (vph)	85	1074	100	228	1301	138	1	454	94	5	2188	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.987			0.986			0.974			0.992	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	3487	0	1770	5006	0	0	4930	0	0	5041	0
Flt Permitted	0.100			0.092				0.885			0.939	
Satd. Flow (perm)	186	3487	0	171	5006	0	0	4363	0	0	4733	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			17			49			10	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2632			643			5269			2824	
Travel Time (s)		44.9			11.0			89.8			48.1	
Confl. Peds. (#/hr)	3		5	5		3	1		8	8		1
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	90	1143	106	243	1384	147	1	483	100	5	2328	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1249	0	243	1531	0	0	584	0	0	2472	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	9.5	24.1		9.5	24.1		24.1	24.1		24.1	24.1	
Total Split (s)	10.4	45.0		14.0	48.6		61.0	61.0		61.0	61.0	
Total Split (%)	8.7%	37.5%		11.7%	40.5%		50.8%	50.8%		50.8%	50.8%	
Maximum Green (s)	6.4	39.9		10.0	43.5		55.9	55.9		55.9	55.9	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.1		1.0	1.1		1.1	1.1		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.1			5.1	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		8.0			8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	

Lanes, Volumes, Timings
56: 7th St & Northern Ave

09/16/2020

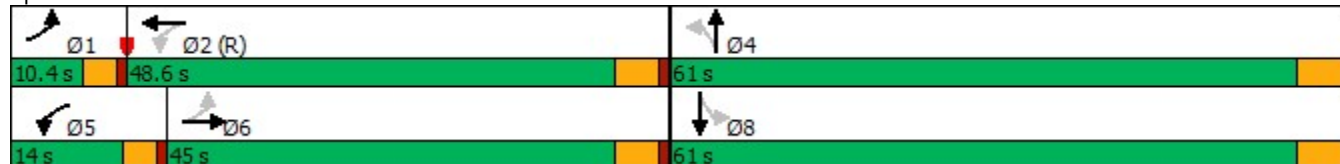


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	47.4	39.9		54.6	43.5			55.9			55.9	
Actuated g/C Ratio	0.40	0.33		0.46	0.36			0.47			0.47	
v/c Ratio	0.57	1.07		1.15	0.84			0.28			1.12	
Control Delay	34.0	86.7		137.2	39.8			21.4			99.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	34.0	86.7		137.2	39.8			21.4			99.9	
LOS	C	F		F	D			C			F	
Approach Delay		83.2			53.1			21.4			99.9	
Approach LOS		F			D			C			F	
Queue Length 50th (ft)	39	~564		~170	391			98			~815	
Queue Length 95th (ft)	#72	#703		#337	455			131			#912	
Internal Link Dist (ft)		2552			563			5189			2744	
Turn Bay Length (ft)	250			240								
Base Capacity (vph)	157	1164		211	1825			2058			2210	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.57	1.07		1.15	0.84			0.28			1.12	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Pretimed
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 75.4 Intersection LOS: E
 Intersection Capacity Utilization 106.0% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 56: 7th St & Northern Ave



Lanes, Volumes, Timings
59: 7th St & Butler Dr

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕			↕↕↕	
Traffic Volume (vph)	8	50	18	44	52	21	1	622	55	3	2124	15
Future Volume (vph)	8	50	18	44	52	21	1	622	55	3	2124	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.968			0.976			0.988			0.999	
Flt Protected		0.994			0.981							
Satd. Flow (prot)	0	1786	0	0	1783	0	0	5015	0	0	5079	0
Flt Permitted		0.969			0.866			0.937			0.939	
Satd. Flow (perm)	0	1741	0	0	1574	0	0	4699	0	0	4770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			8			30			2	
Link Speed (mph)		25			25			40			35	
Link Distance (ft)		609			391			2824			1327	
Travel Time (s)		16.6			10.7			48.1			25.9	
Confl. Peds. (#/hr)			1	1					1	1		
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	53	19	47	55	22	1	662	59	3	2260	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	124	0	0	722	0	0	2279	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	23.8	23.8		23.8	23.8		31.0	31.0		31.0	31.0	
Total Split (s)	30.0	30.0		30.0	30.0		90.0	90.0		90.0	90.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		75.0%	75.0%		75.0%	75.0%	
Maximum Green (s)	25.2	25.2		25.2	25.2		85.0	85.0		85.0	85.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			5.0			5.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.2			25.2			85.0			85.0	
Actuated g/C Ratio		0.21			0.21			0.71			0.71	
v/c Ratio		0.22			0.37			0.22			0.67	

Lanes, Volumes, Timings

59: 7th St & Butler Dr

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		35.1			41.6			3.0			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.1			41.6			3.0			7.1	
LOS		D			D			A			A	
Approach Delay		35.1			41.6			3.0			7.1	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		44			77			32			172	
Queue Length 95th (ft)		90			137			m38			182	
Internal Link Dist (ft)		529			311			2744			1247	
Turn Bay Length (ft)												
Base Capacity (vph)		375			336			3337			3379	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.22			0.37			0.22			0.67	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 8.3
 Intersection LOS: A
 Intersection Capacity Utilization 67.4%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 59: 7th St & Butler Dr



Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	89	61	39	88	12	1	626	8	2	2214	23
Future Volume (vph)	63	89	61	39	88	12	1	626	8	2	2214	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	110		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.98	0.99		0.98	1.00			1.00			1.00	
Frt		0.939			0.982			0.998			0.998	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1725	0	1770	1821	0	0	5071	0	0	5073	0
Flt Permitted	0.648			0.526				0.937			0.940	
Satd. Flow (perm)	1182	1725	0	965	1821	0	0	4752	0	0	4769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			5			4			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		703			685			1327			993	
Travel Time (s)		19.2			18.7			25.9			19.3	
Confl. Peds. (#/hr)	14		12	12		14	5		9	9		5
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	97	66	42	96	13	1	680	9	2	2407	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	163	0	42	109	0	0	690	0	0	2434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Minimum Split (s)	24.8	24.8		24.8	24.8		23.6	23.6		23.6	23.6	
Total Split (s)	29.0	29.0		29.0	29.0		91.0	91.0		91.0	91.0	
Total Split (%)	24.2%	24.2%		24.2%	24.2%		75.8%	75.8%		75.8%	75.8%	
Maximum Green (s)	24.2	24.2		24.2	24.2		86.4	86.4		86.4	86.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	9.0	9.0		9.0	9.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
62: 7th St & Alice Ave

09/16/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	24.2	24.2		24.2	24.2			86.4			86.4	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.72			0.72	
v/c Ratio	0.29	0.46		0.22	0.29			0.20			0.71	
Control Delay	44.5	44.0		43.5	41.3			10.7			11.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	44.5	44.0		43.5	41.3			10.7			11.0	
LOS	D	D		D	D			B			B	
Approach Delay		44.1			41.9			10.7			11.0	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	45	104		27	69			96			348	
Queue Length 95th (ft)	90	174		62	123			116			398	
Internal Link Dist (ft)		623			605			1247			913	
Turn Bay Length (ft)	120			110								
Base Capacity (vph)	238	356		194	371			3422			3434	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.29	0.46		0.22	0.29			0.20			0.71	

Intersection Summary

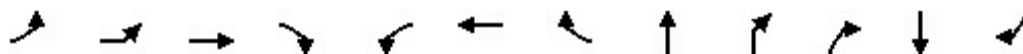
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 79.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 62: 7th St & Alice Ave



Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	NBR2	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Future Volume (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0		0			0
Storage Lanes		2		0	1		0		1			0
Taper Length (ft)		25			25							
Lane Util. Factor	1.00	0.91	0.91	0.95	1.00	1.00	1.00	0.86	0.86	0.91	0.91	0.91
Frt			0.925			0.925		0.925	0.850		0.925	
Flt Protected	0.950	0.950			0.950							
Satd. Flow (prot)	1770	1610	3136	0	1770	1723	0	4445	1362	0	4704	0
Flt Permitted	0.950	0.950			0.073							
Satd. Flow (perm)	1770	1610	3136	0	136	1723	0	4445	1362	0	4704	0
Right Turn on Red				Yes						Yes		Yes
Satd. Flow (RTOR)			1084						1089		1088	
Link Speed (mph)			35			30		35			35	
Link Distance (ft)			649			585		371			289	
Travel Time (s)			12.6			13.3		7.2			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Shared Lane Traffic (%)		10%							90%			
Lane Group Flow (vph)	1	1	2	0	1	2	0	2	1	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Right
Median Width(ft)			24			24		0			0	
Link Offset(ft)			0			0		0			0	
Crosswalk Width(ft)			16			16		16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		9	15		9		9	9		9
Turn Type	Prot	Prot	NA		Perm	NA		NA	Perm		NA	
Protected Phases	9	9	4			6!		8			2!	
Permitted Phases					6!			8				
Minimum Split (s)	10.0	10.0	29.4		31.2	31.2		35.8	35.8		35.8	
Total Split (s)	16.0	16.0	31.0		60.9	60.9		36.1	36.1		60.9	
Total Split (%)	8.0%	8.0%	15.5%		30.5%	30.5%		18.1%	18.1%		30.5%	
Maximum Green (s)	11.0	11.0	24.6		54.7	54.7		29.3	29.3		54.1	
Yellow Time (s)	3.0	3.0	4.0		3.2	3.2		3.6	3.6		3.6	
All-Red Time (s)	2.0	2.0	2.4		3.0	3.0		3.2	3.2		3.2	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	6.4		6.2	6.2		6.8	6.8		6.8	
Lead/Lag	Lead	Lead	Lag									
Lead-Lag Optimize?	Yes	Yes	Yes									
Walk Time (s)			7.0		7.0	7.0		18.0	18.0		7.0	
Flash Dont Walk (s)			16.0		18.0	18.0		11.0	11.0		22.0	
Pedestrian Calls (#/hr)			0		0	0		0	0		0	
Act Effct Green (s)	11.0	11.0	34.2		54.7	54.7		29.3	29.3		54.1	
Actuated g/C Ratio	0.06	0.06	0.17		0.27	0.27		0.15	0.15		0.27	
v/c Ratio	0.01	0.01	0.00		0.03	0.00		0.00	0.00		0.00	

Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

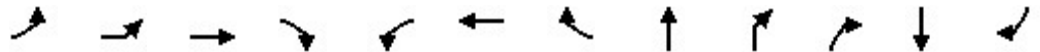
09/16/2020



Lane Group	SWL	SWR	SWR2
Lane Configurations			
Traffic Volume (vph)	1	1	1
Future Volume (vph)	1	1	1
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	350	0	
Storage Lanes	2	4	
Taper Length (ft)	25		
Lane Util. Factor	0.97	0.76	1.00
Frt		0.850	0.850
Flt Protected	0.950		
Satd. Flow (prot)	3433	3610	1583
Flt Permitted	0.950		
Satd. Flow (perm)	3433	3610	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			1085
Link Speed (mph)	40		
Link Distance (ft)	508		
Travel Time (s)	8.7		
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	1	1	1
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1	1	1
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Right	Right
Median Width(ft)	24		
Link Offset(ft)	0		
Crosswalk Width(ft)	16		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15	9	9
Turn Type	Prot	Prot	Prot
Protected Phases	3	10	10
Permitted Phases			
Minimum Split (s)	24.0	29.4	29.4
Total Split (s)	25.0	31.0	31.0
Total Split (%)	12.5%	15.5%	15.5%
Maximum Green (s)	19.0	24.6	24.6
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.4	6.4
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		16.0	16.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	19.0	24.6	24.6
Actuated g/C Ratio	0.10	0.12	0.12
v/c Ratio	0.00	0.00	0.00

Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020

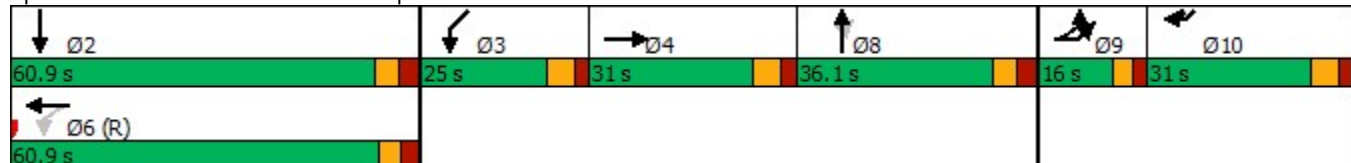


Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	NBR2	SBT	SBR
Control Delay	90.0	90.0	0.0		56.0	53.0		73.0	0.0		0.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Delay	90.0	90.0	0.0		56.0	53.0		73.0	0.0		0.0	
LOS	F	F	A		E	D		E	A		A	
Approach Delay			45.0			54.0		48.7				
Approach LOS			D			D		D				
Queue Length 50th (ft)	1	1	0		1	2		0	0		0	
Queue Length 95th (ft)	9	9	0		7	11		5	0		0	
Internal Link Dist (ft)			569			505		291			209	
Turn Bay Length (ft)												
Base Capacity (vph)	97	88	1213		37	471		651	1128		2066	
Starvation Cap Reductn	0	0	0		0	0		0	0		0	
Spillback Cap Reductn	0	0	0		0	0		0	0		0	
Storage Cap Reductn	0	0	0		0	0		0	0		0	
Reduced v/c Ratio	0.01	0.01	0.00		0.03	0.00		0.00	0.00		0.00	

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green
 Natural Cycle: 165
 Control Type: Pretimed
 Maximum v/c Ratio: 0.03
 Intersection Signal Delay: 43.1
 Intersection LOS: D
 Intersection Capacity Utilization 42.2%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 65: 7th St & Dunlap Ave



Lanes, Volumes, Timings
65: 7th St & Dunlap Ave

09/16/2020



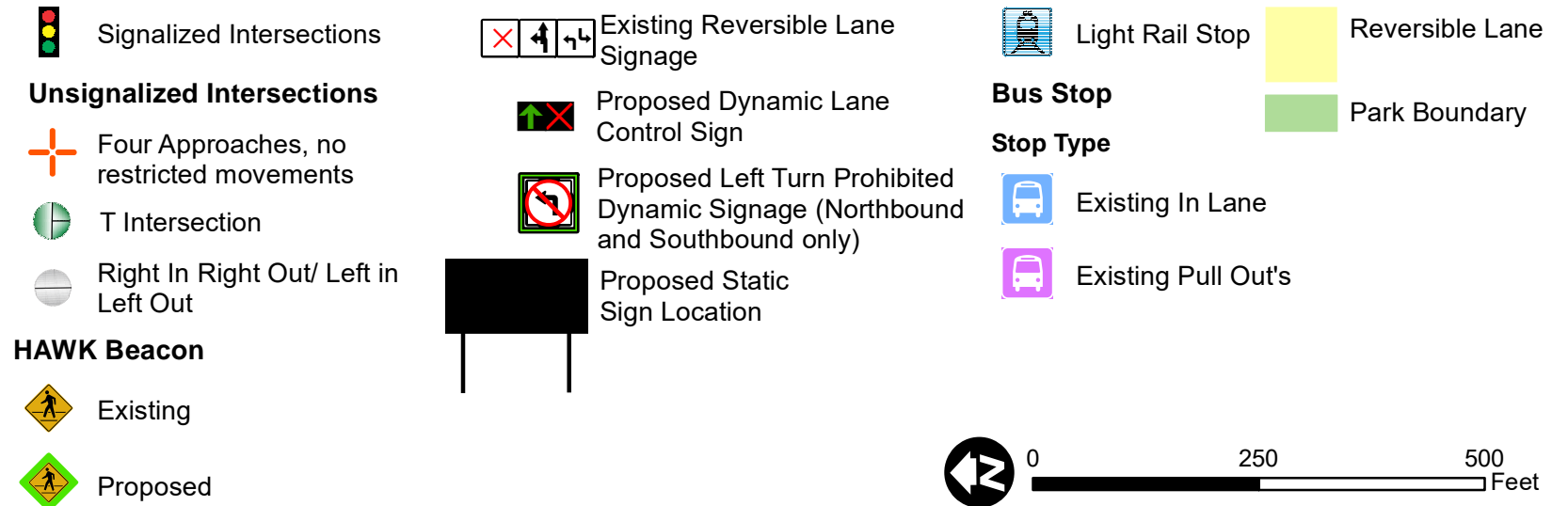
Lane Group	SWL	SWR	SWR2
Control Delay	82.0	77.0	0.0
Queue Delay	0.0	0.0	0.0
Total Delay	82.0	77.0	0.0
LOS	F	E	A
Approach Delay	53.0		
Approach LOS	D		
Queue Length 50th (ft)	0	0	0
Queue Length 95th (ft)	4	3	0
Internal Link Dist (ft)	428		
Turn Bay Length (ft)	350		
Base Capacity (vph)	326	444	1146
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.00	0.00	0.00
Intersection Summary			

Appendix J

7th Avenue Corridor Improvements Mapbook

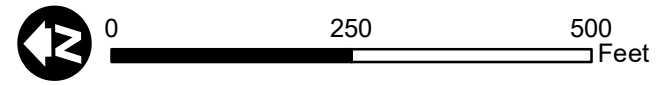
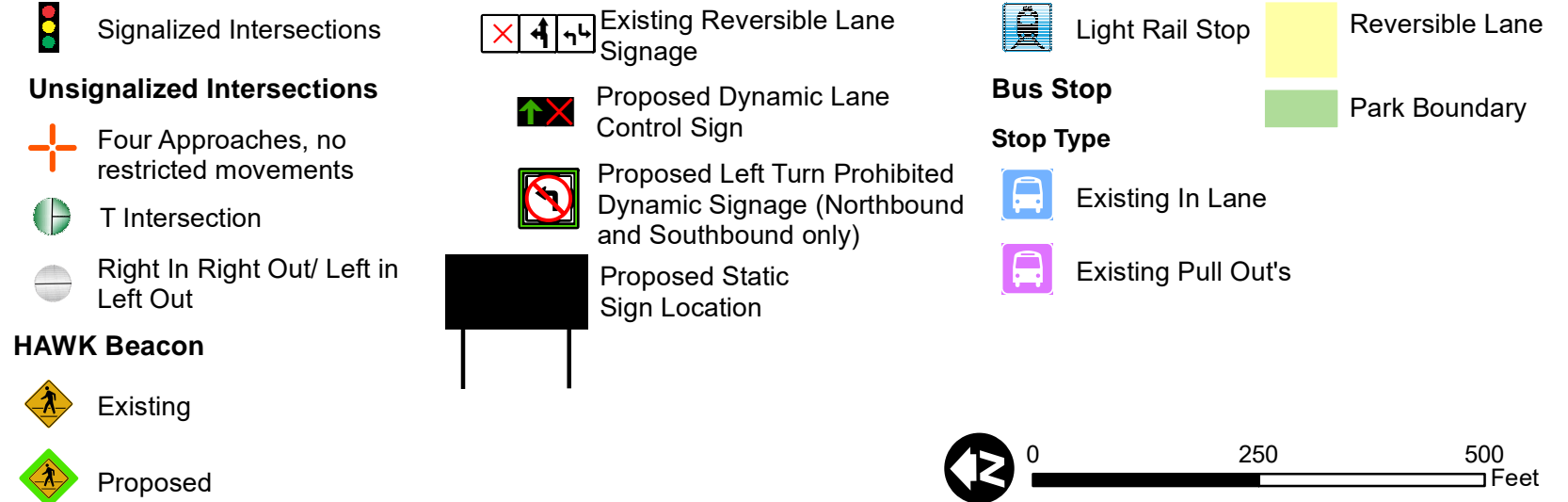


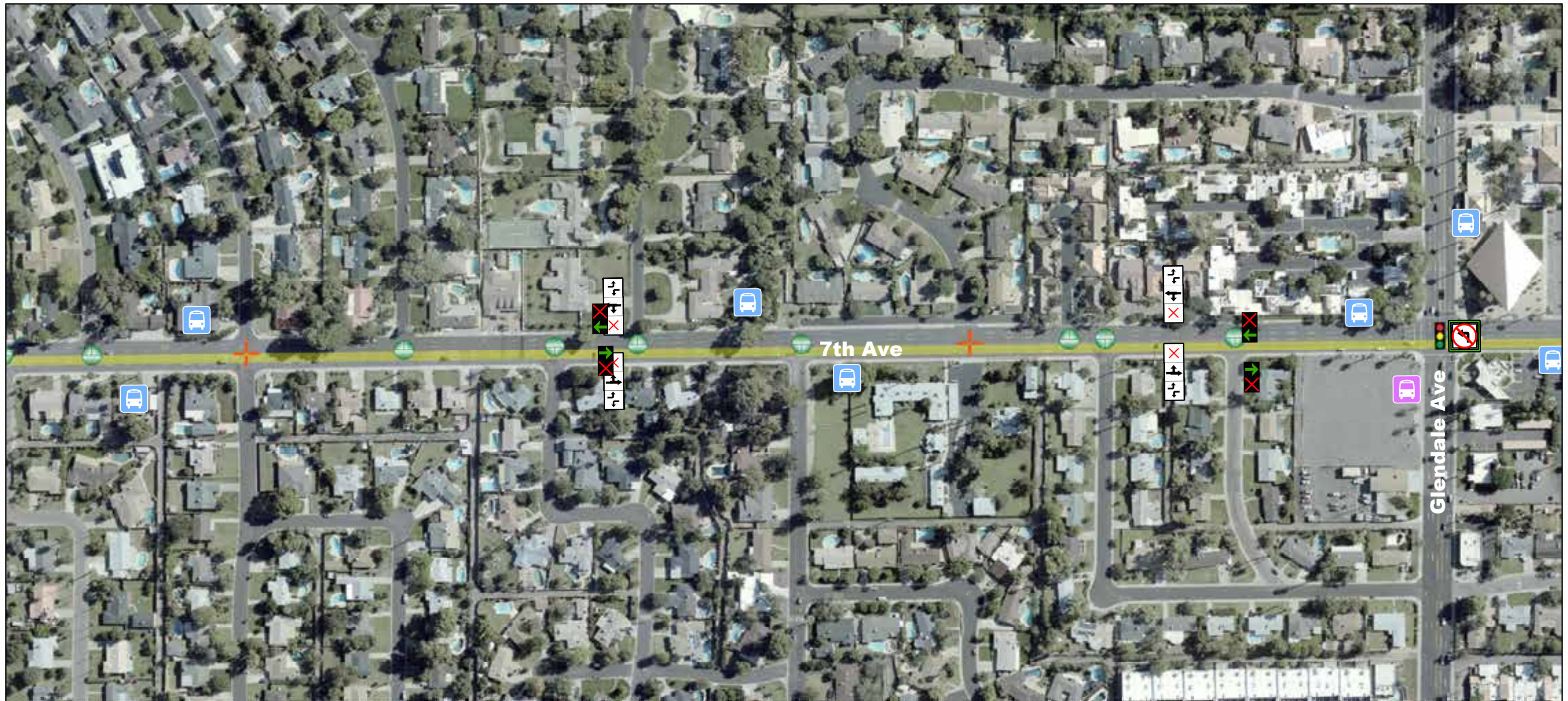
7s Reverse Lane Study: 7th Avenue



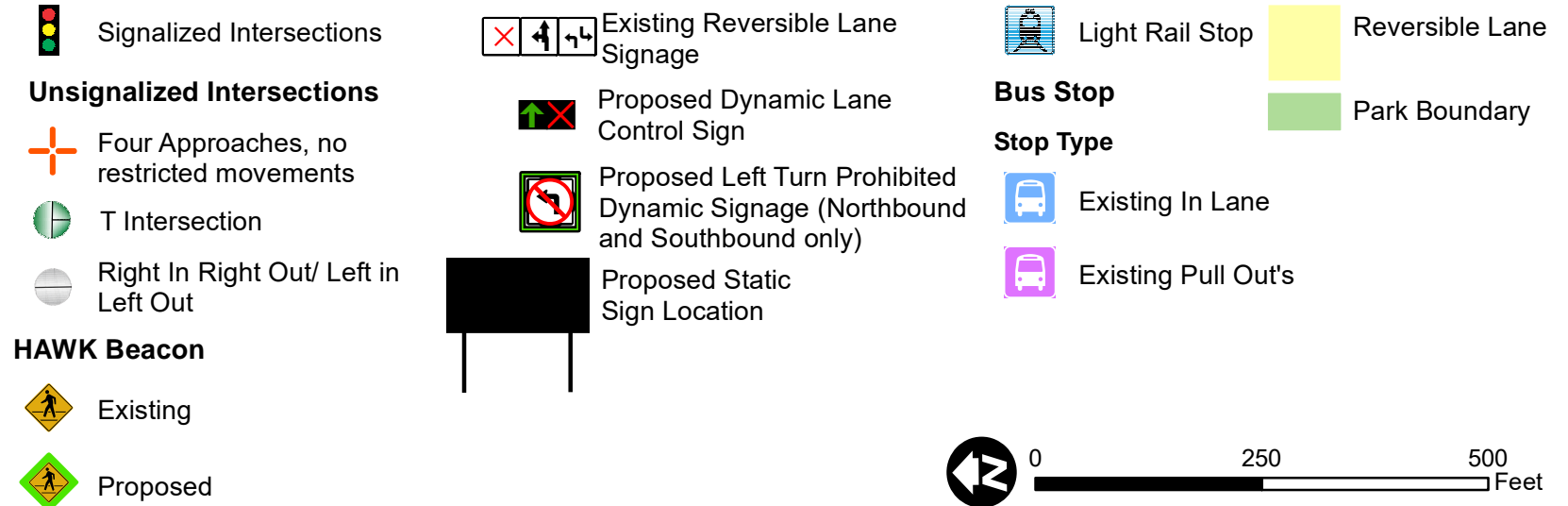


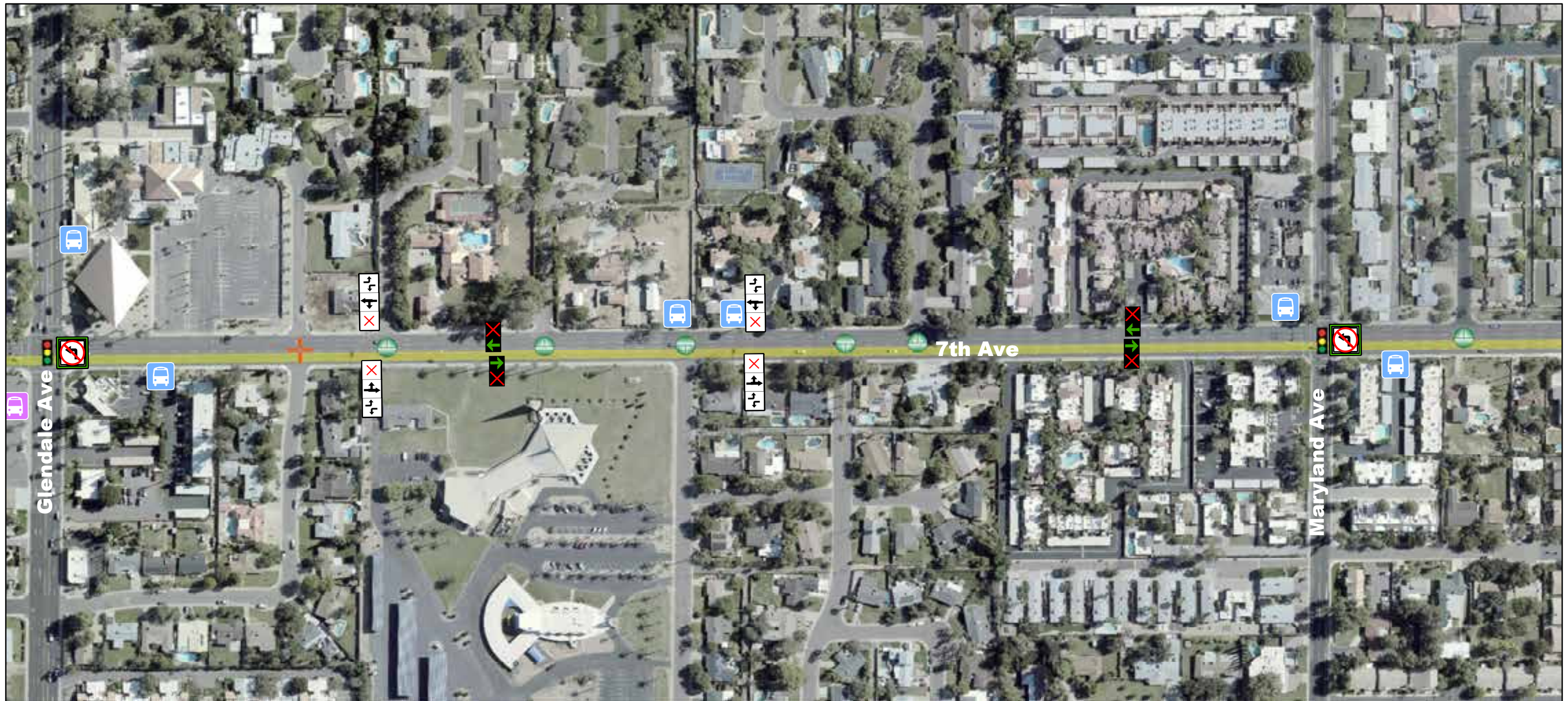
7s Reverse Lane Study: 7th Avenue



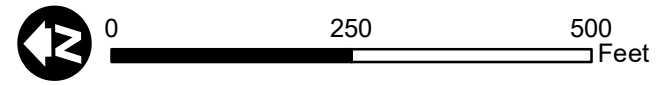
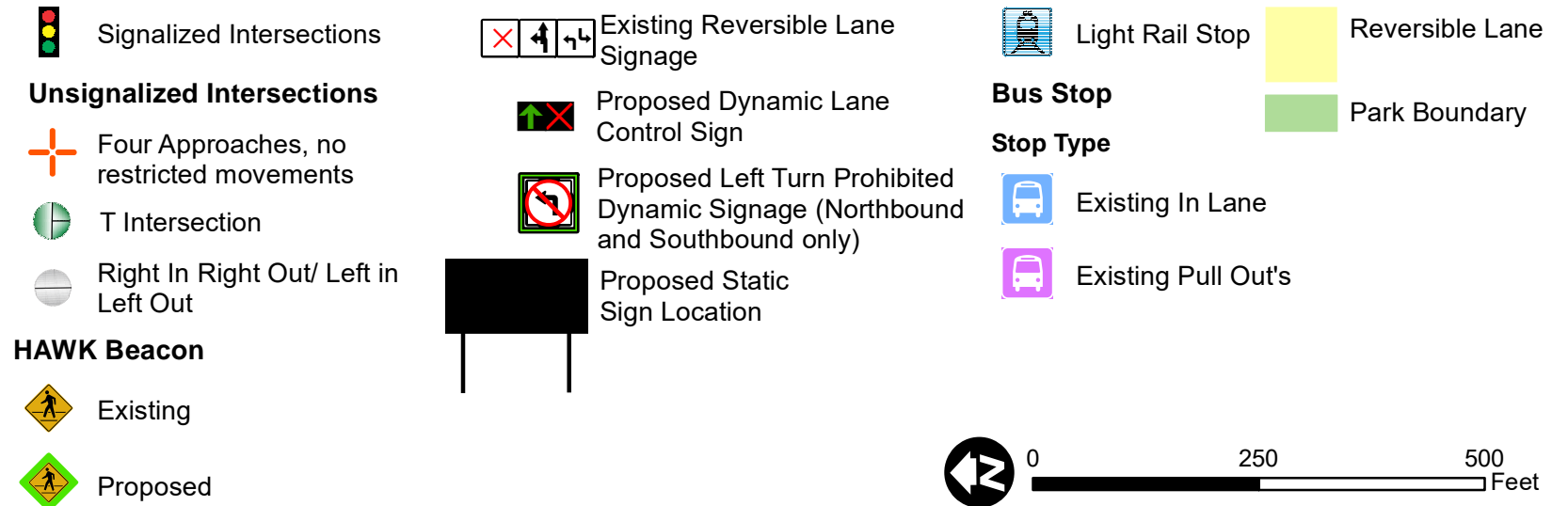


7s Reverse Lane Study: 7th Avenue



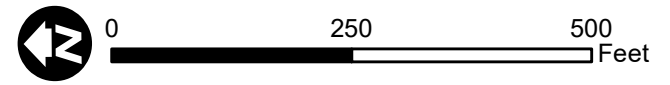
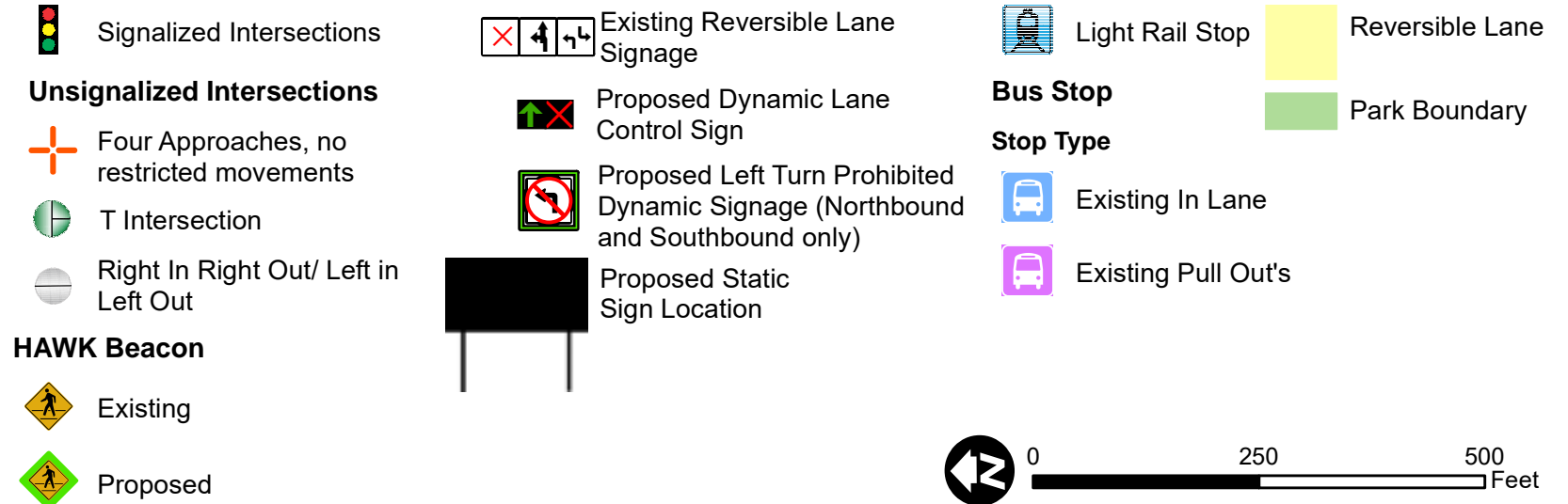


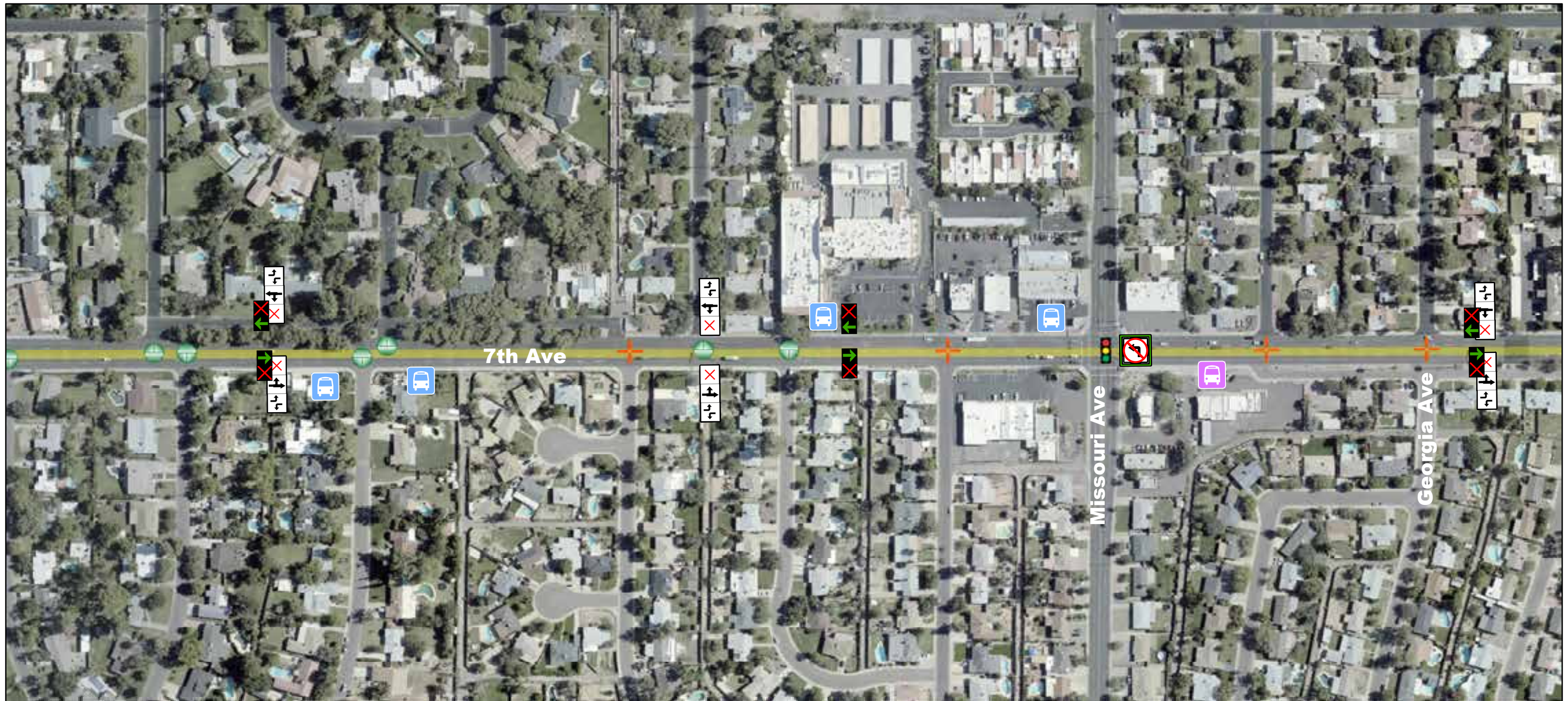
7s Reverse Lane Study: 7th Avenue



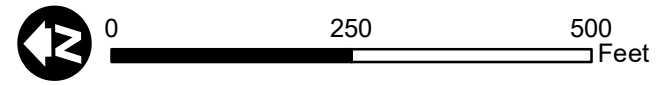
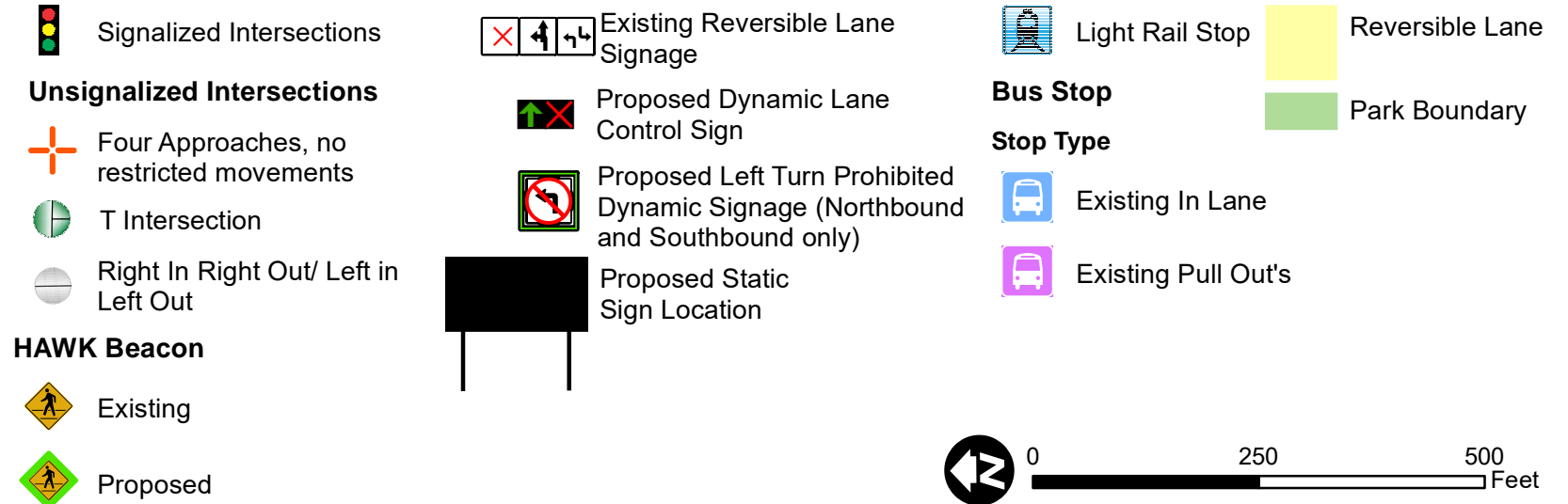


7s Reverse Lane Study: 7th Street




















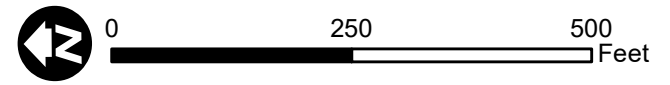
7s Reverse Lane Study: 7th Avenue

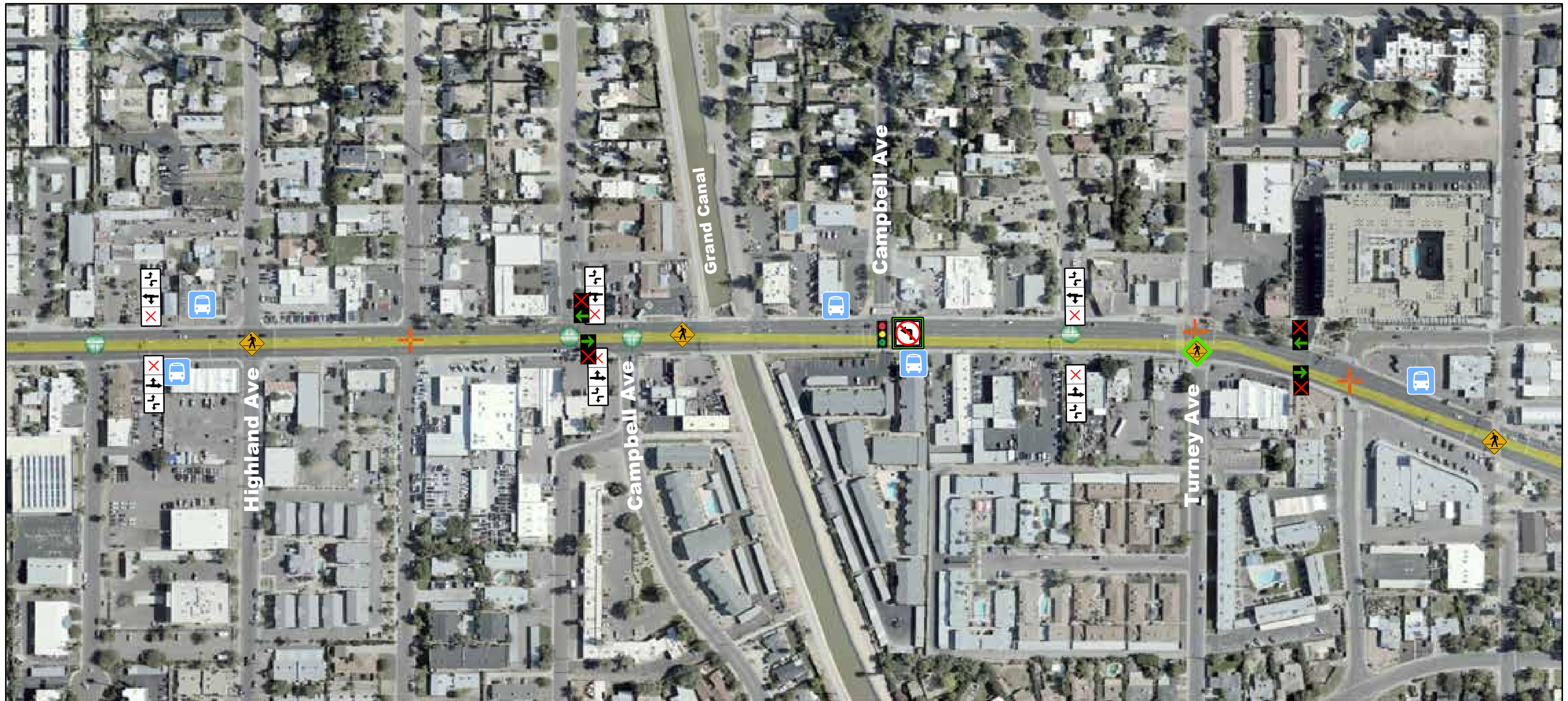




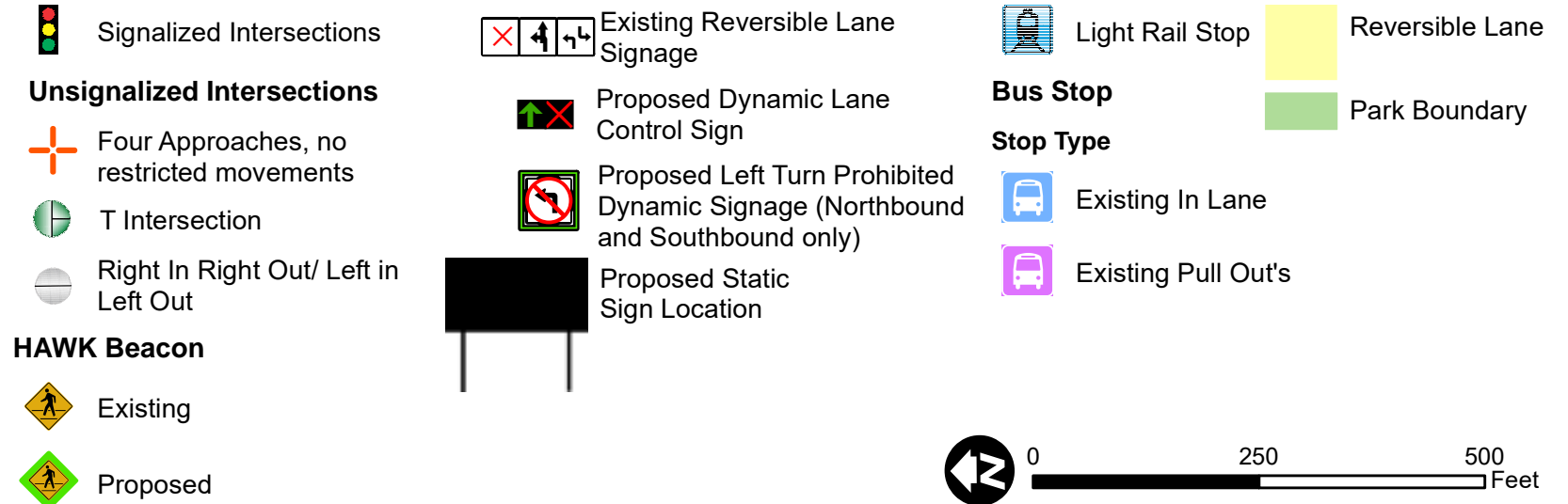
7s Reverse Lane Study: 7th Street

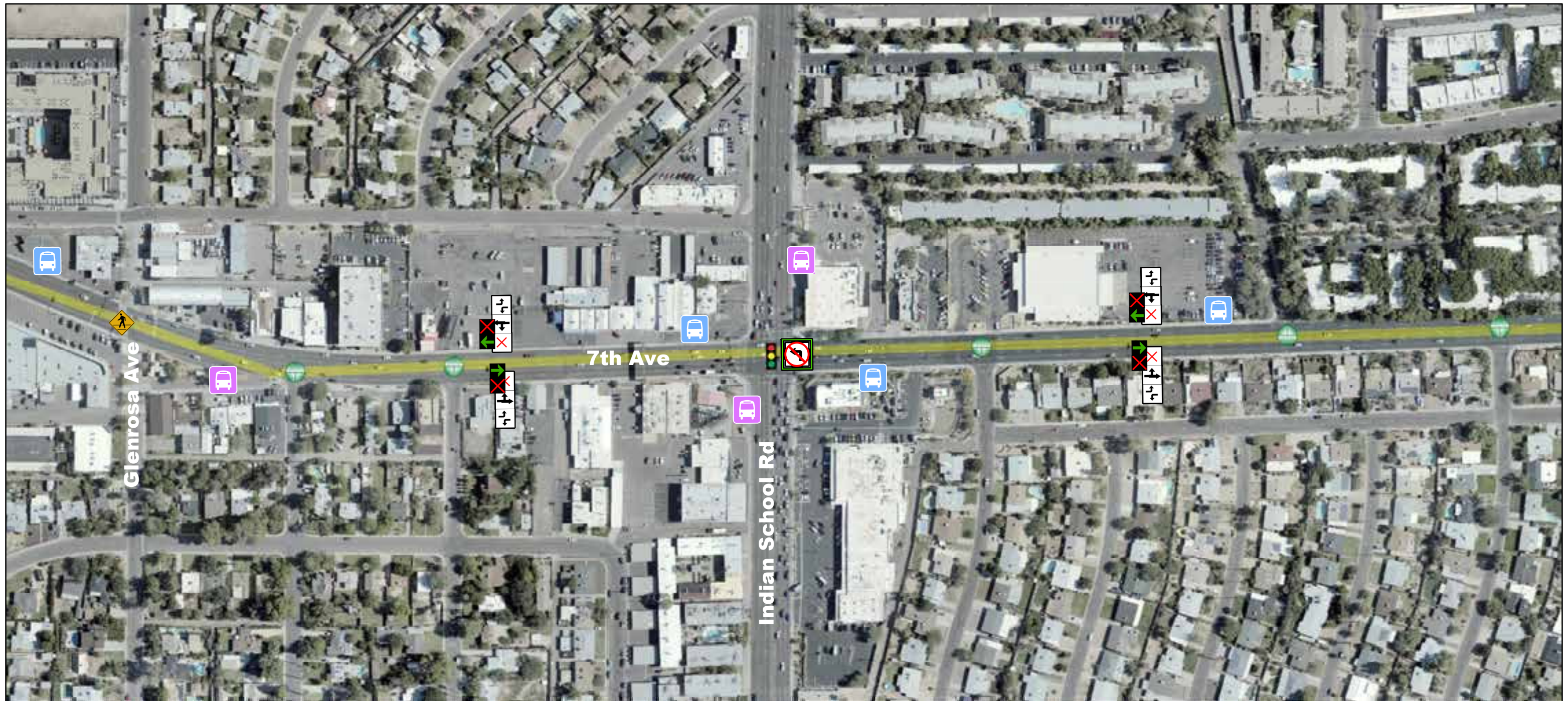
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Unsignalized Intersections	 Proposed Dynamic Lane Control Sign	Bus Stop	 Park Boundary
 Four Approaches, no restricted movements	 Proposed Left Turn Prohibited Dynamic Signage (Northbound and Southbound only)	Stop Type	
 T Intersection	 Proposed Static Sign Location	 Existing In Lane	
 Right In Right Out/ Left in Left Out		 Existing Pull Out's	
HAWK Beacon			
 Existing			
 Proposed			



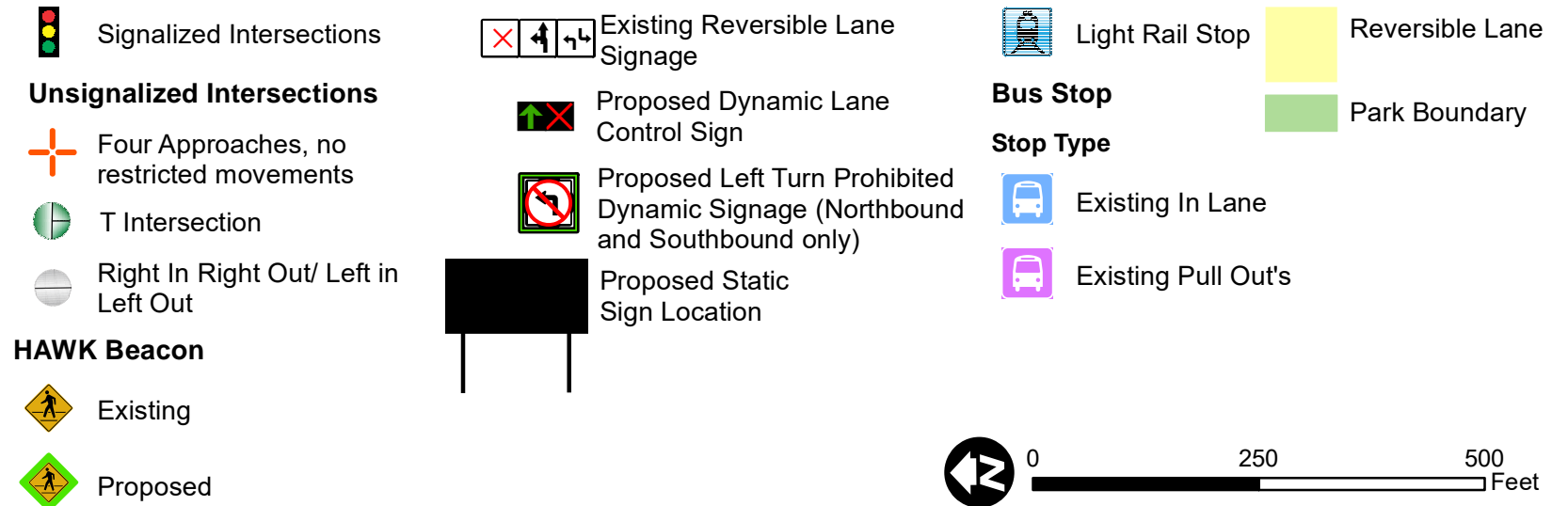


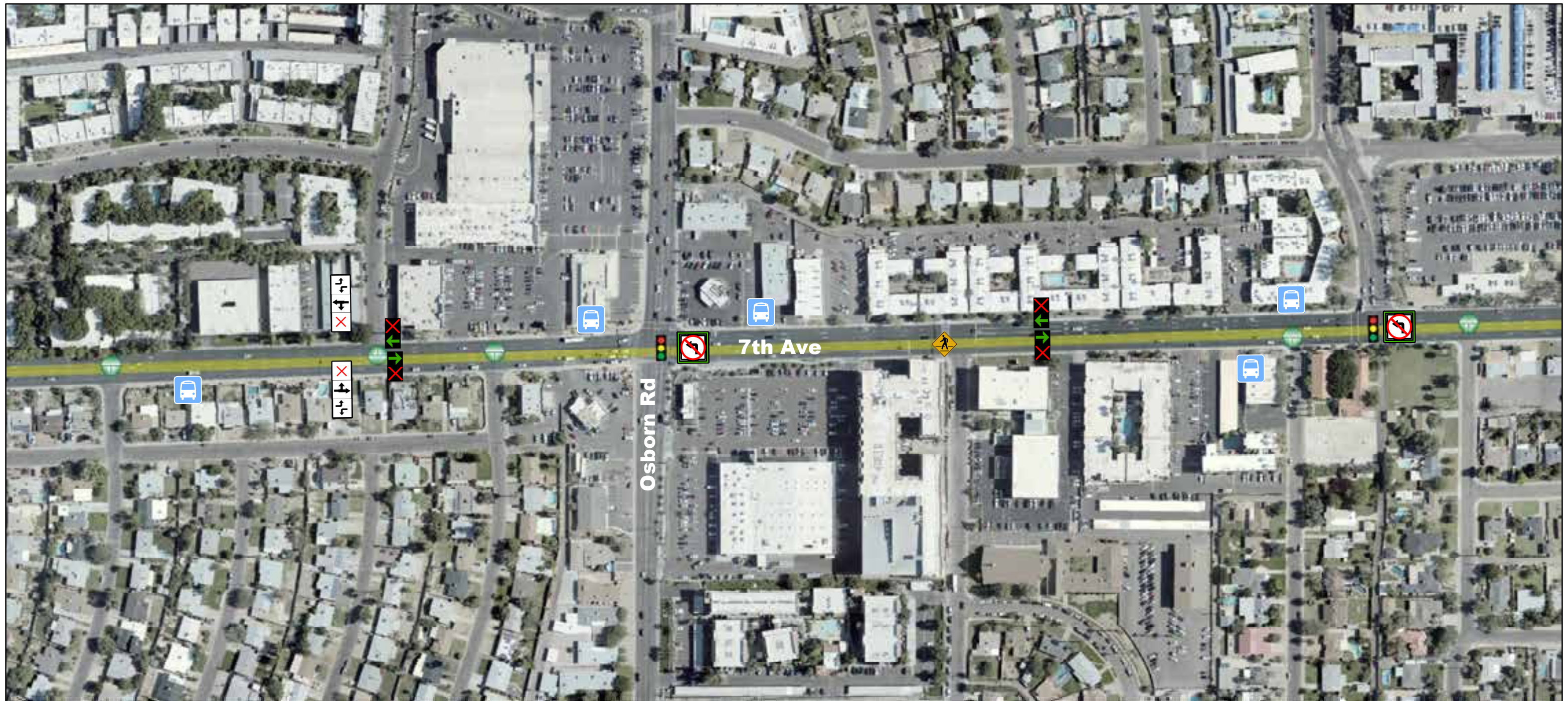
7s Reverse Lane Study: 7th Street



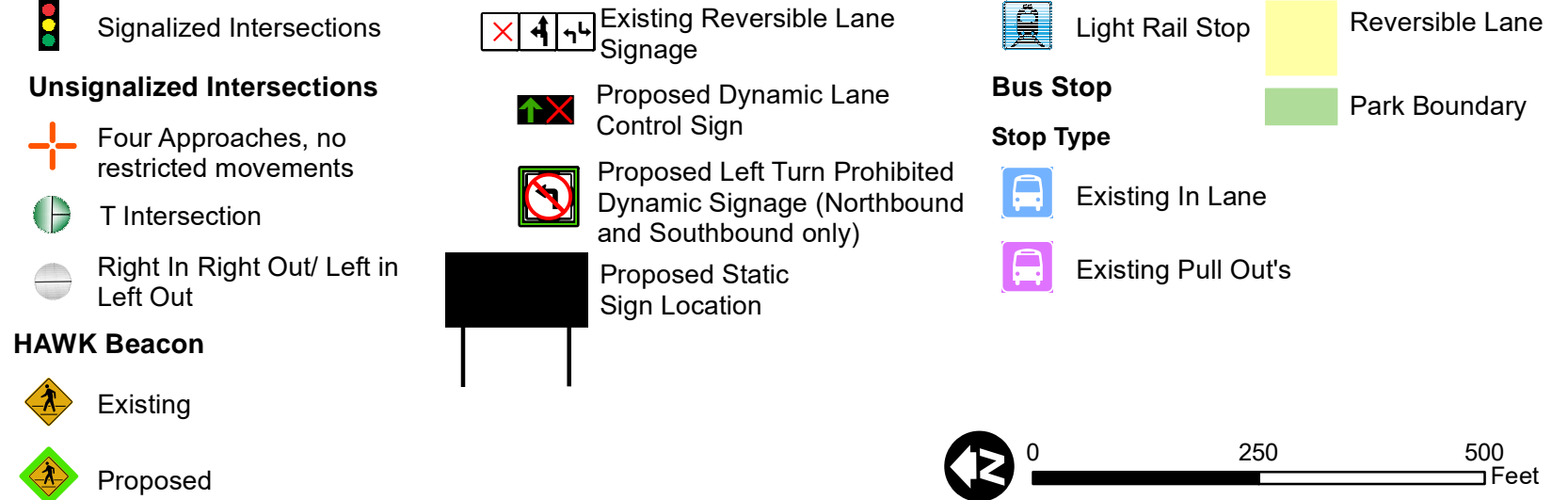


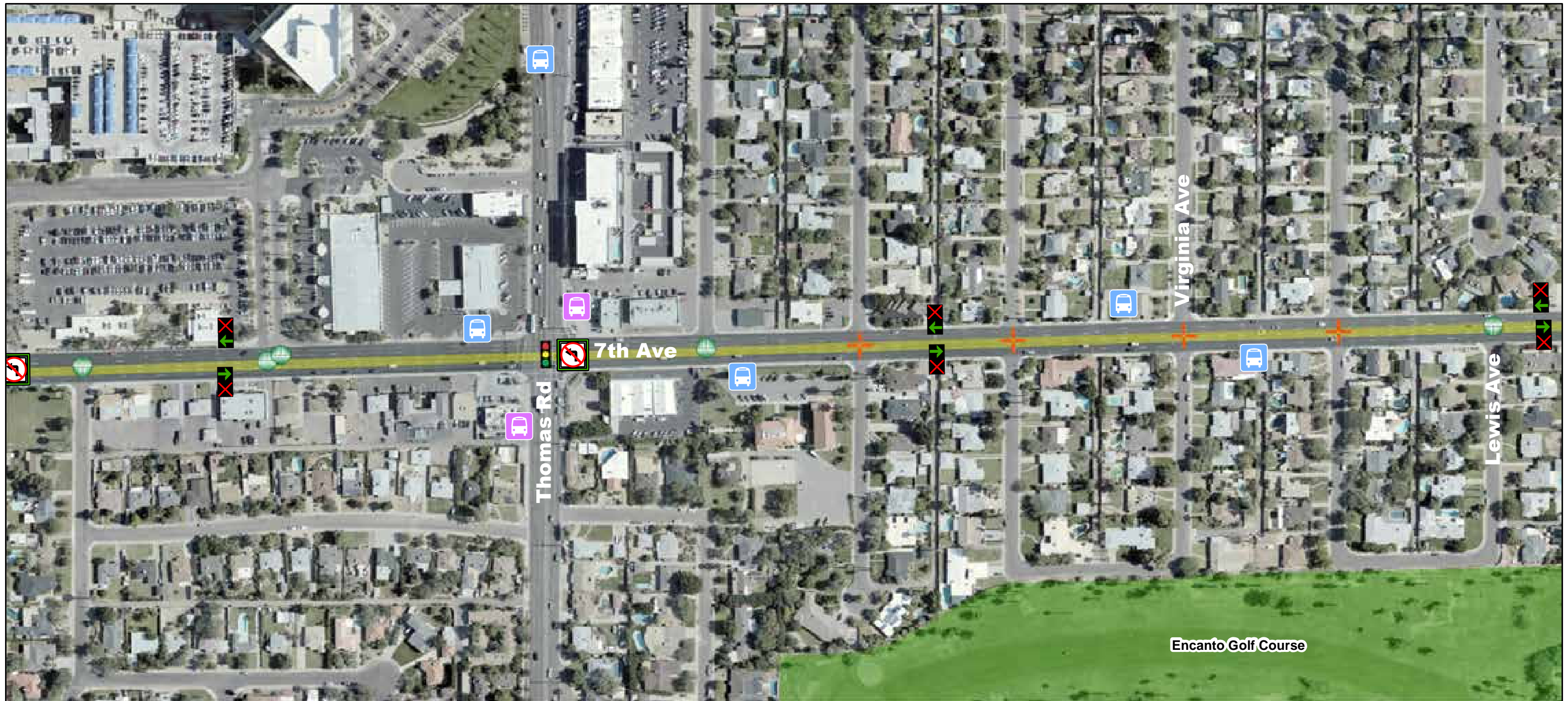
7s Reverse Lane Study: 7th Avenue



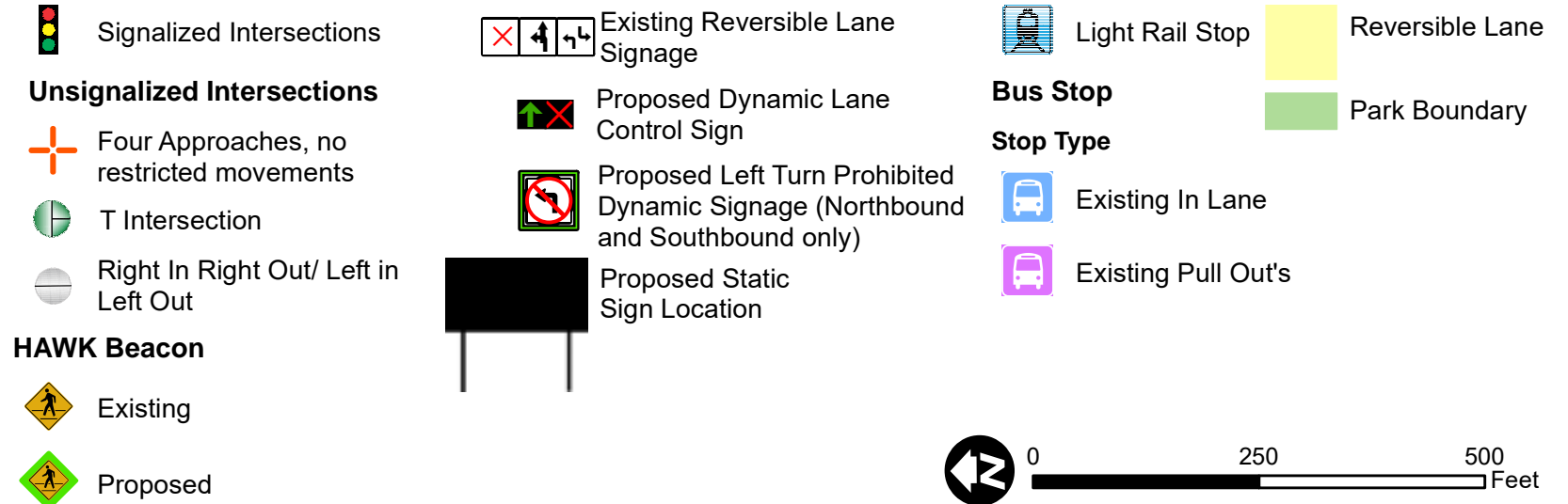


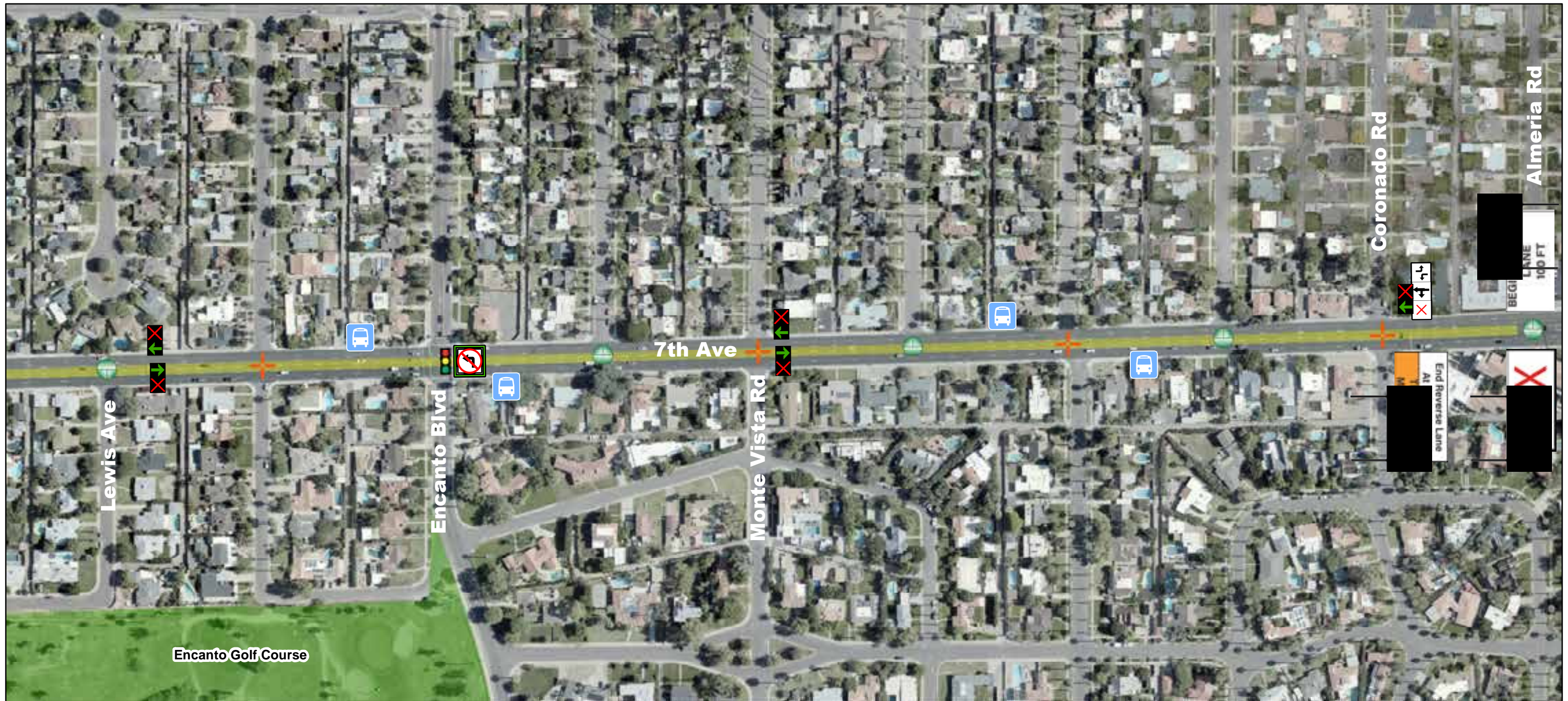
7s Reverse Lane Study: 7th Avenue



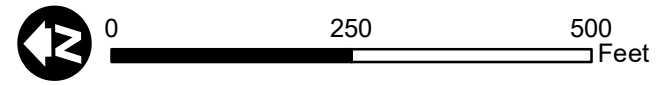
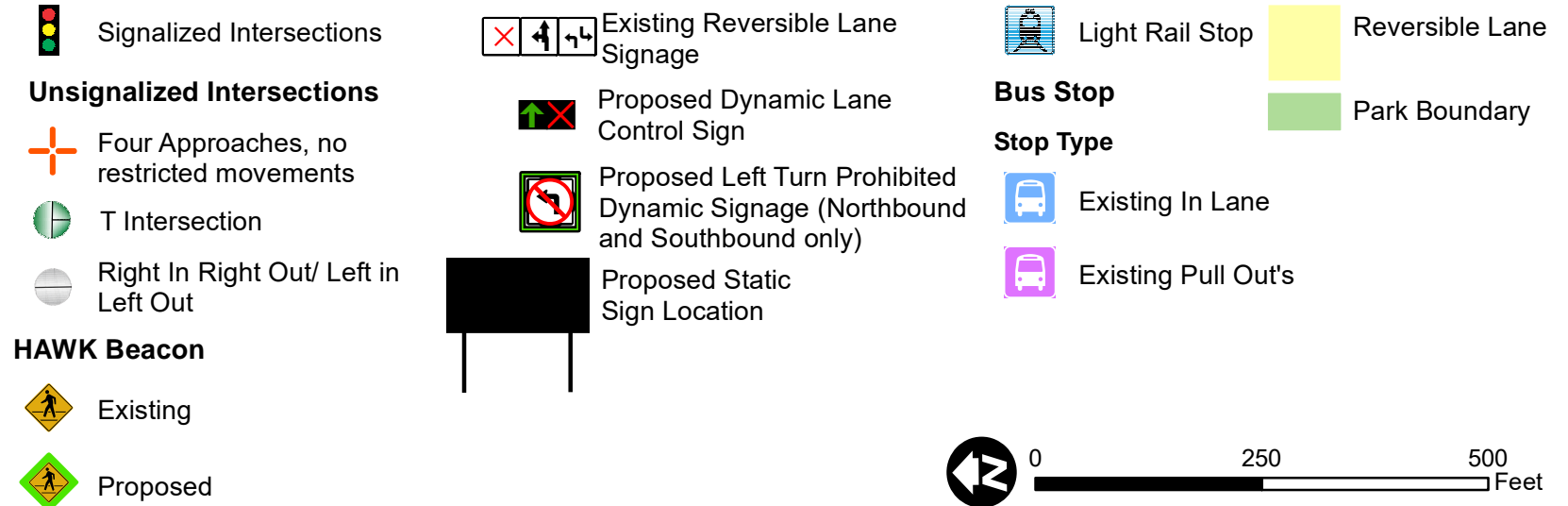


7s Reverse Lane Study: 7th Street




















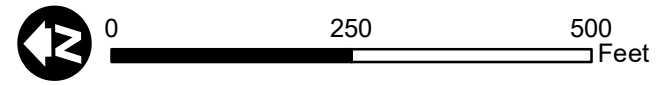
7s Reverse Lane Study: 7th Avenue





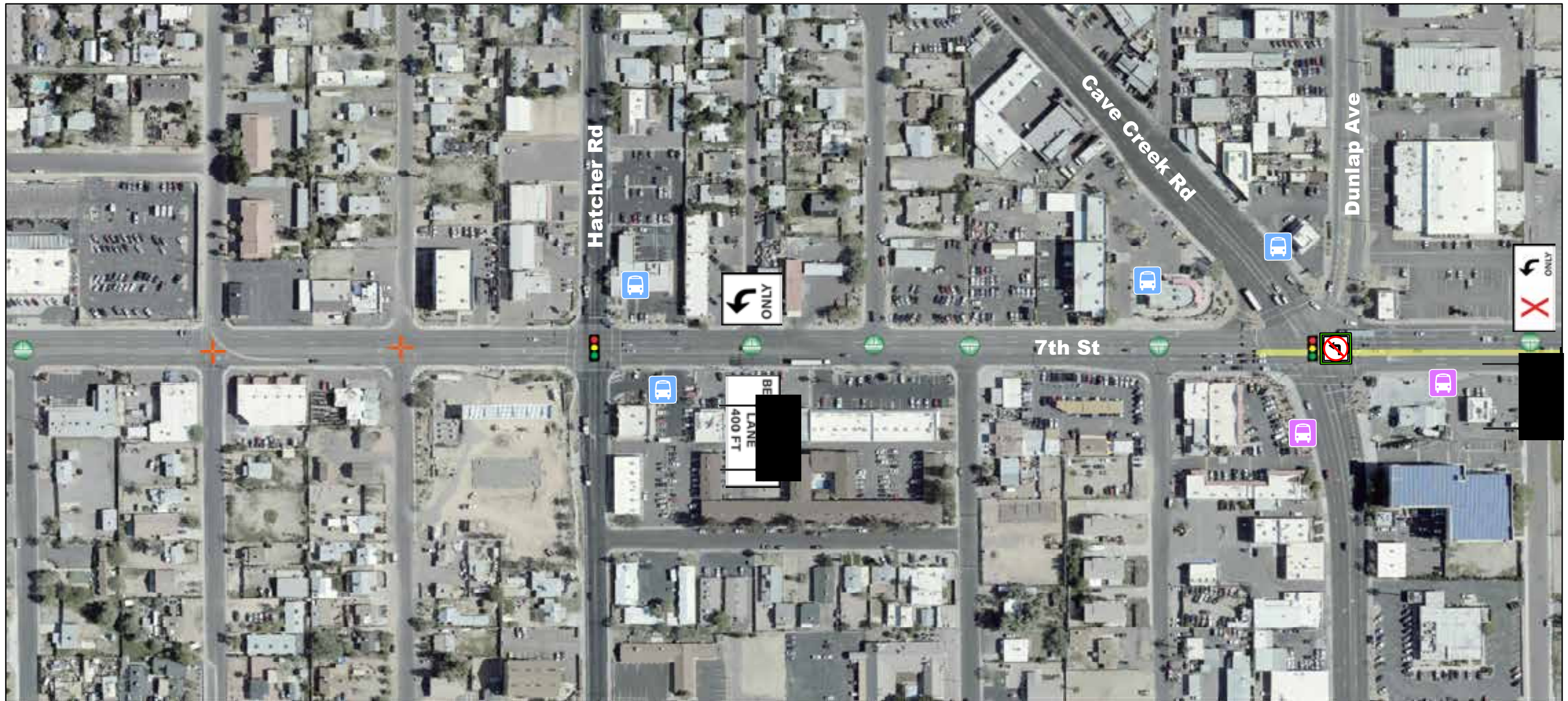
7s Reverse Lane Study: 7th Avenue

 Signalized Intersections	 Existing Reversible Lane Signage	 Light Rail Stop	 Reversible Lane
Unsignalized Intersections	 Proposed Dynamic Lane Control Sign	Bus Stop	 Park Boundary
 Four Approaches, no restricted movements	 Proposed Left Turn Prohibited Dynamic Signage (Northbound and Southbound only)	Stop Type	
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 Right In Right Out/ Left in Left Out		 Existing Pull Out's	
HAWK Beacon			
 Existing			
 Proposed			

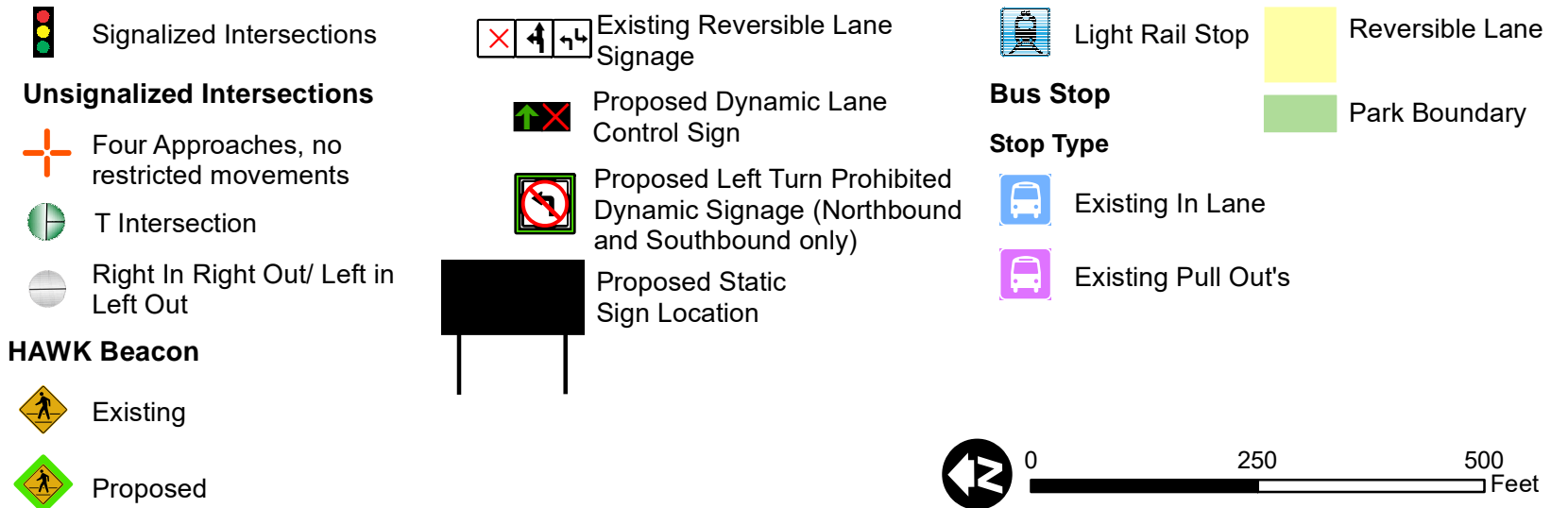


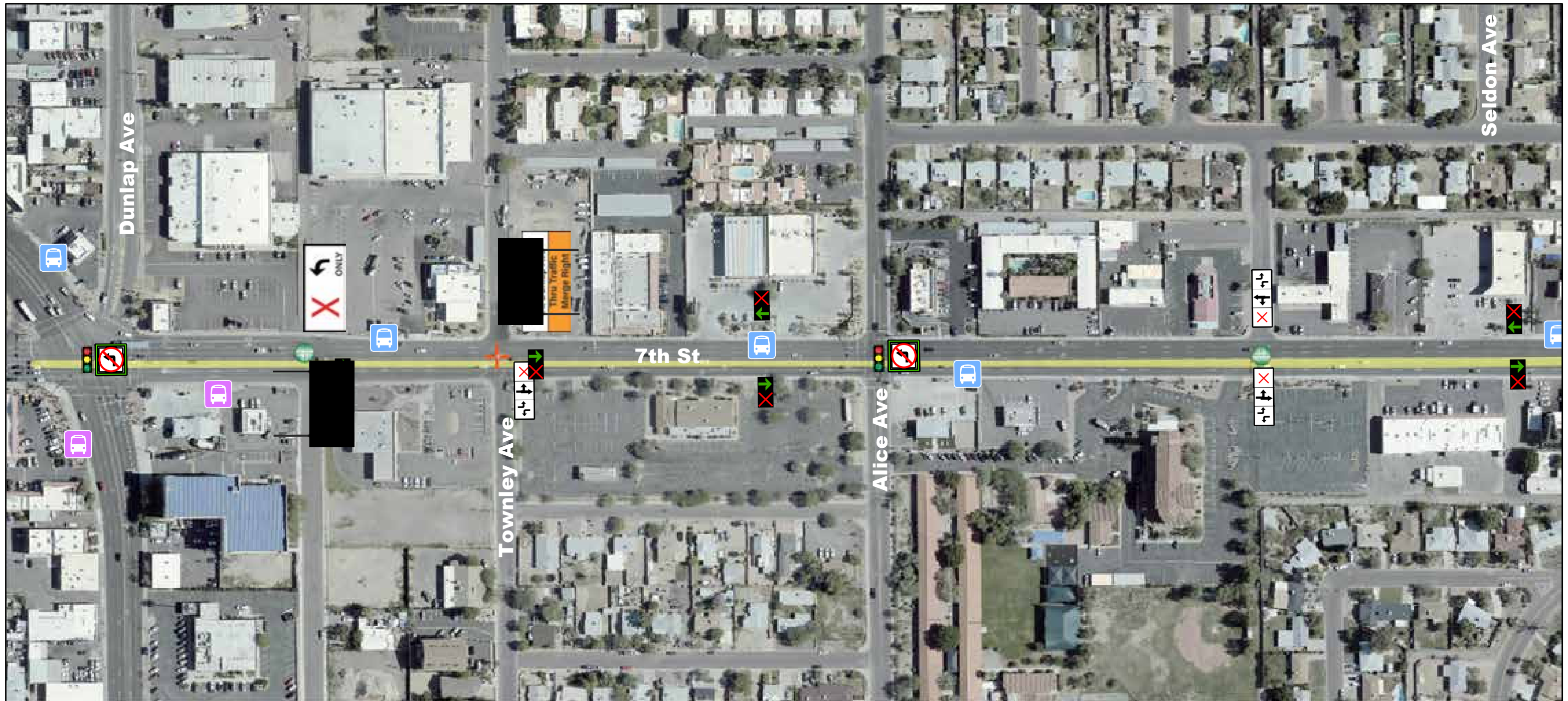
Appendix K

7th Street Corridor Improvements Mapbook

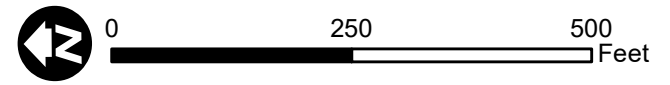
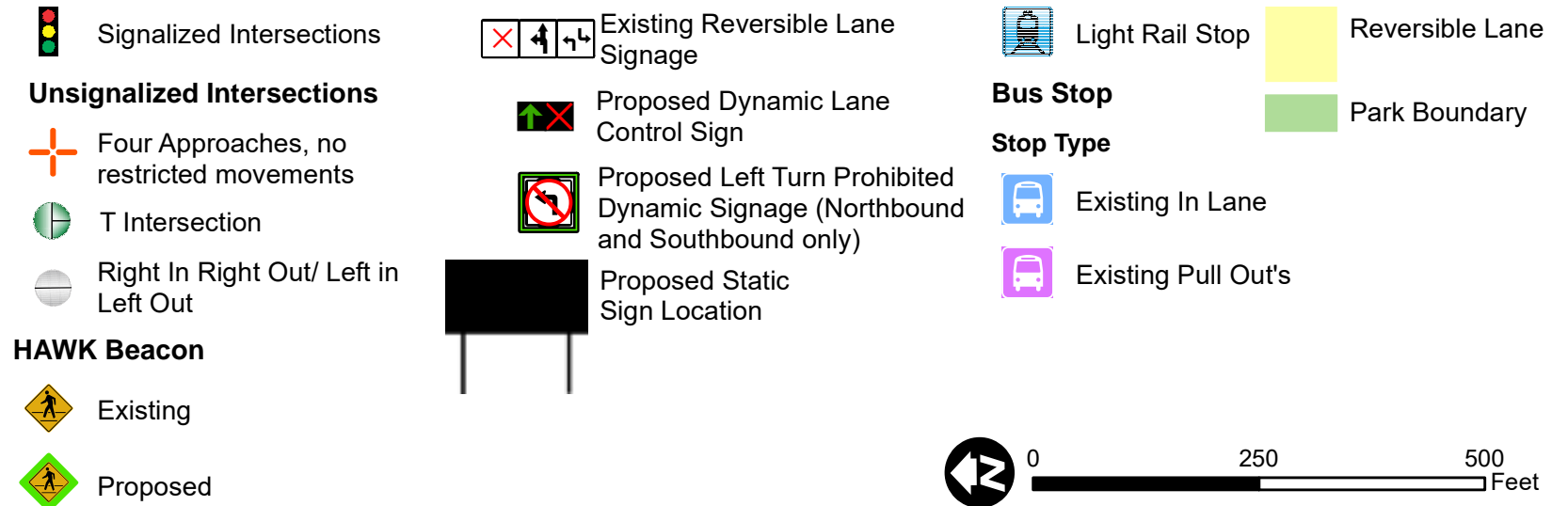


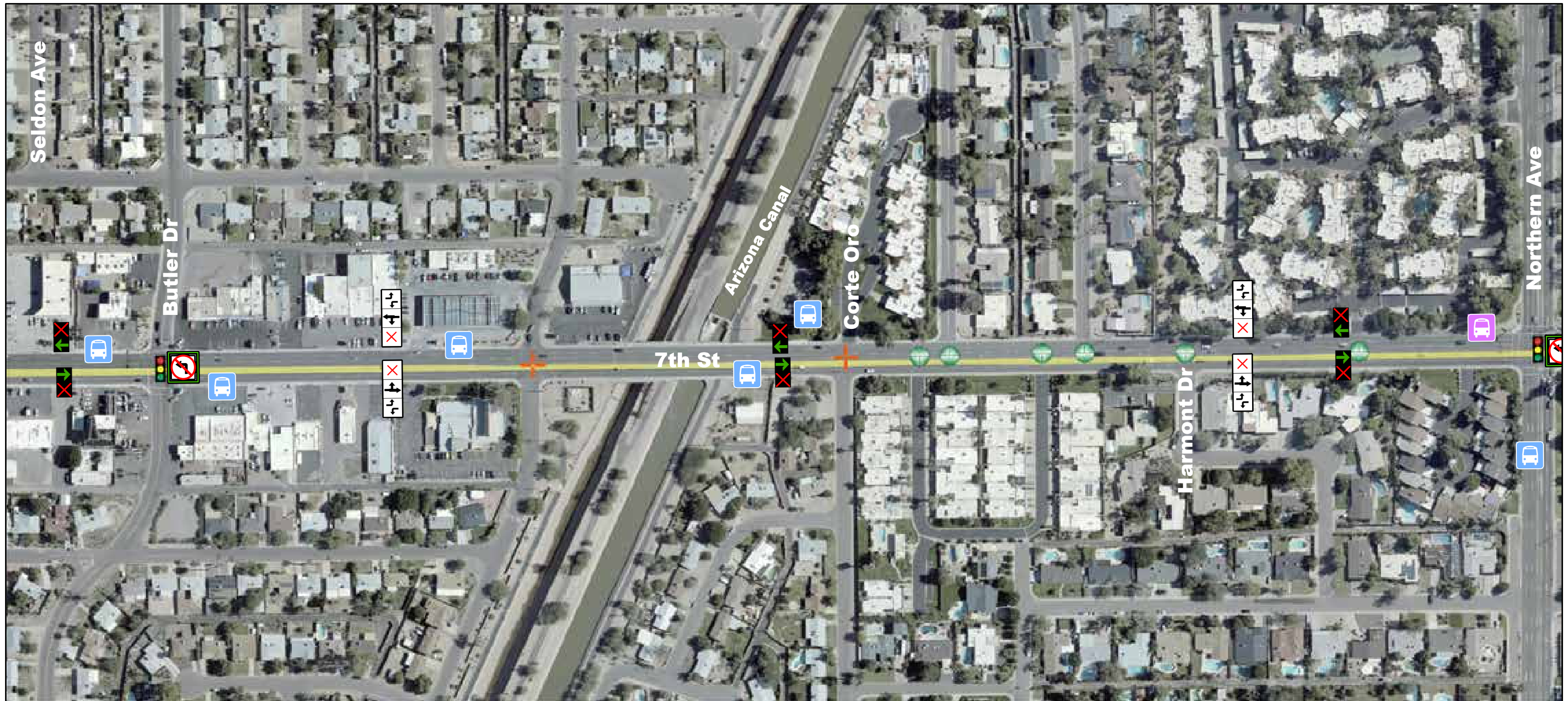
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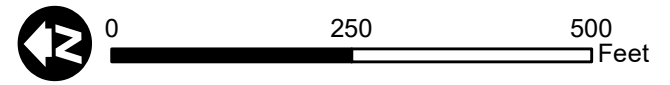
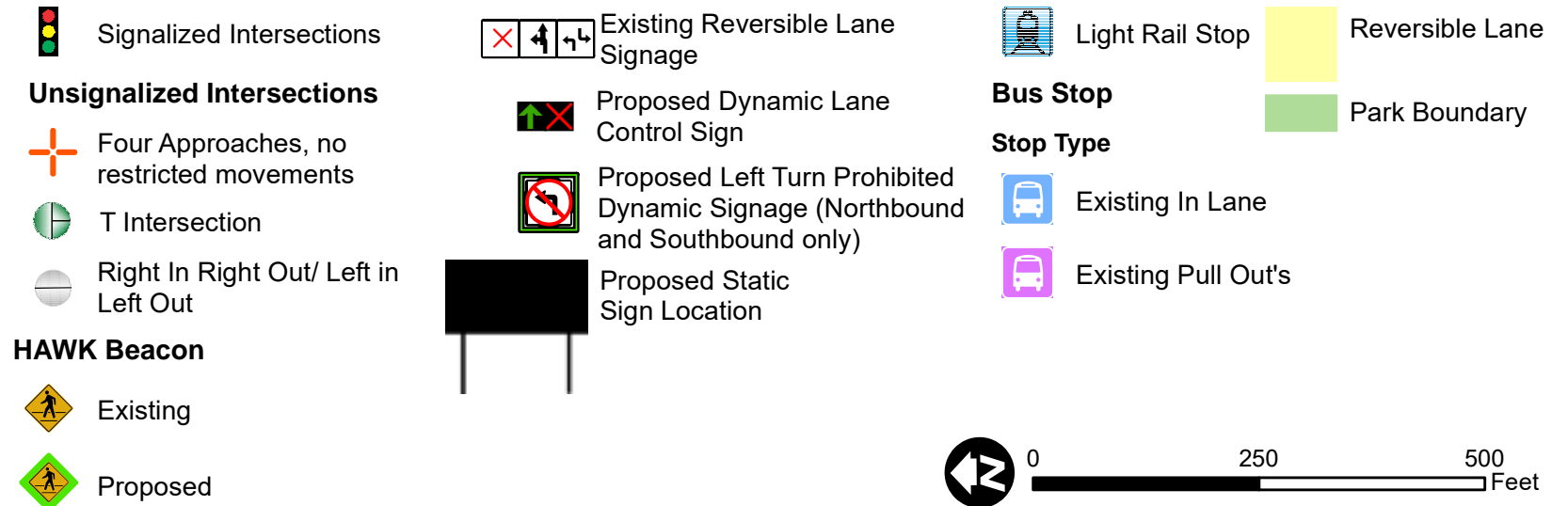


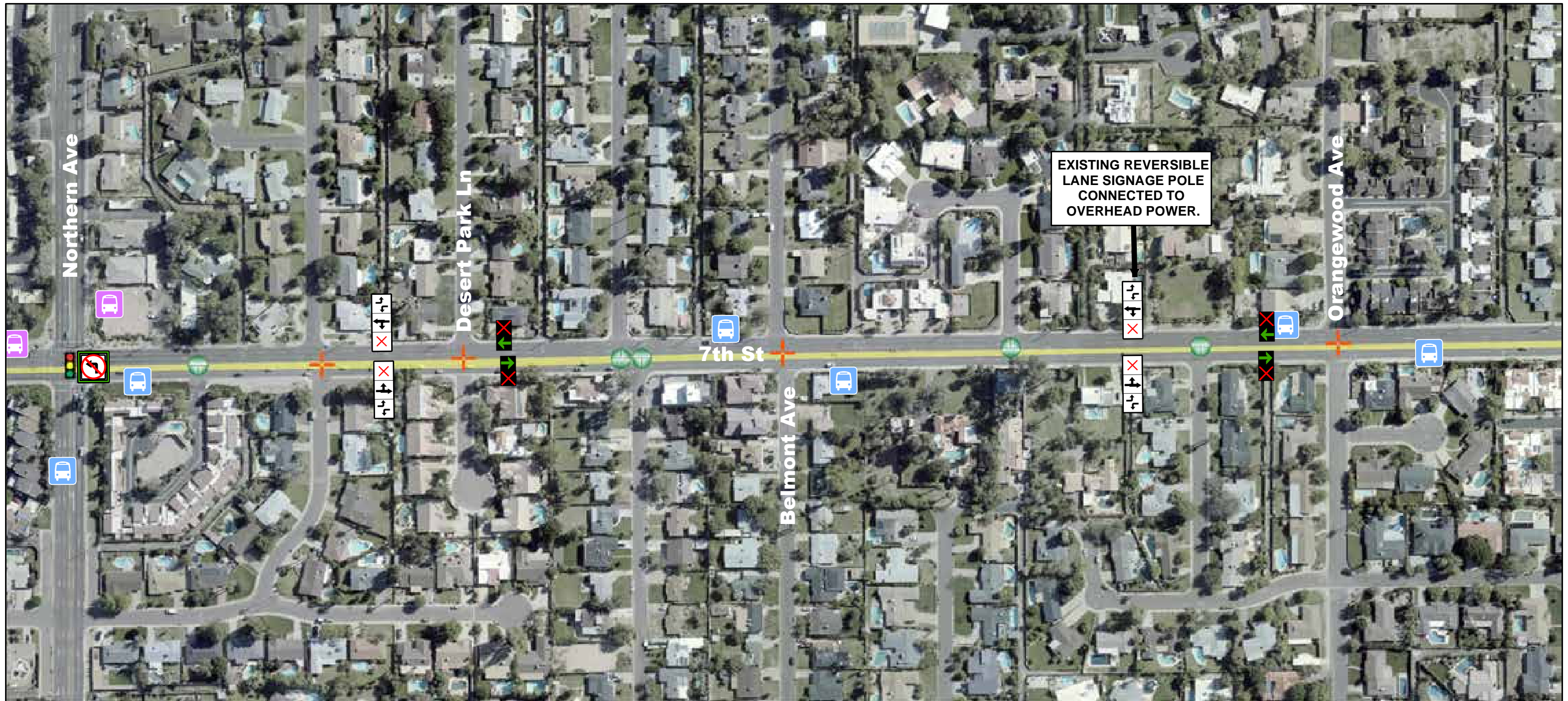
7s Reverse Lane Study: 7th Street



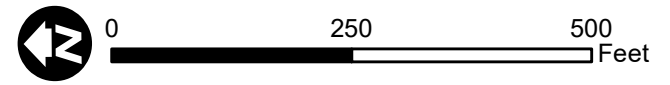
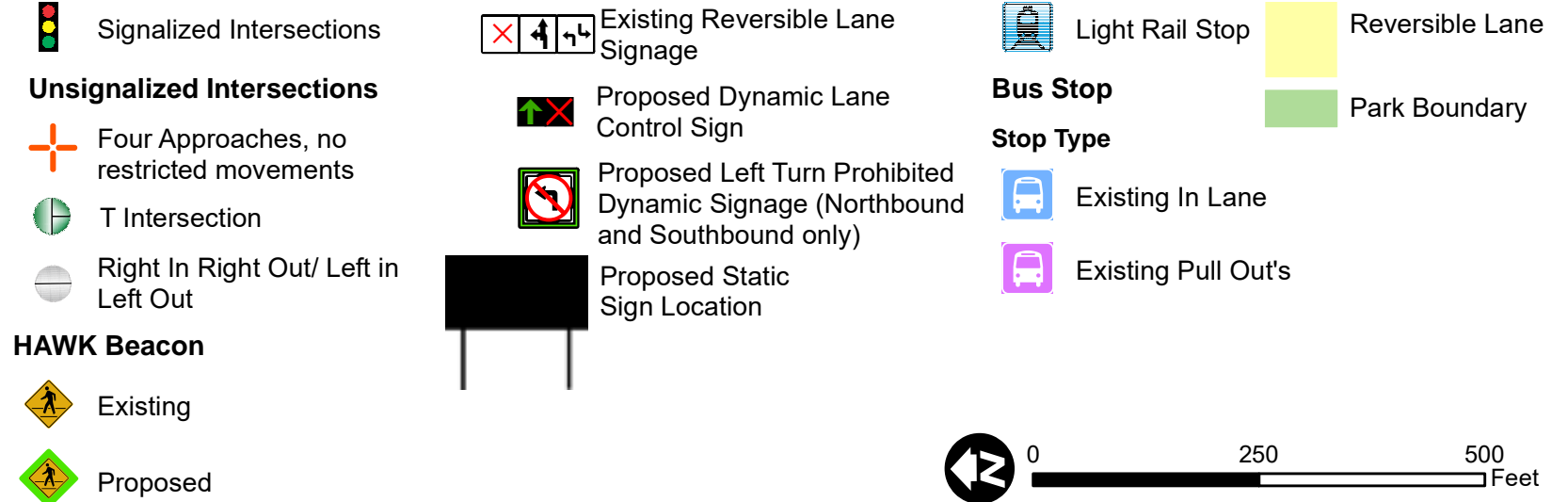


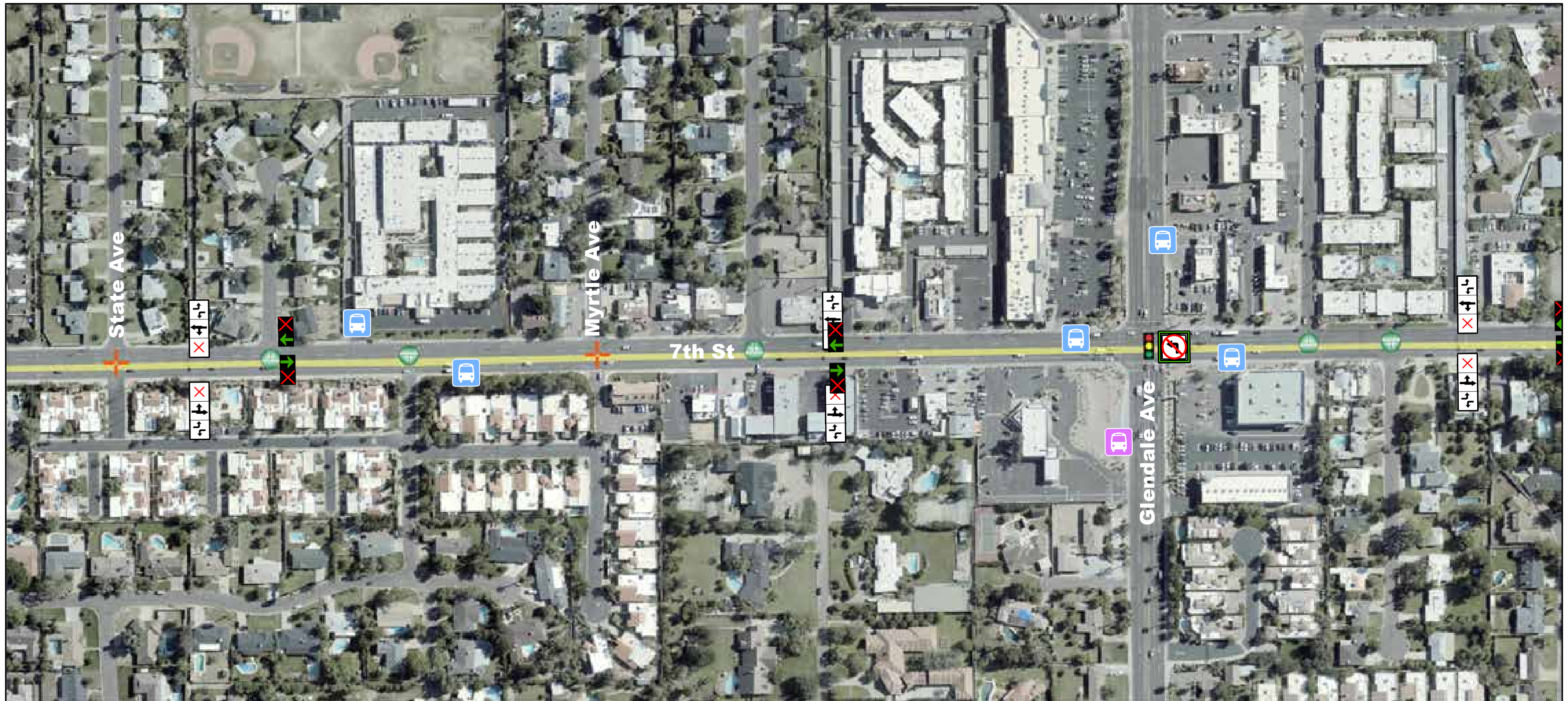
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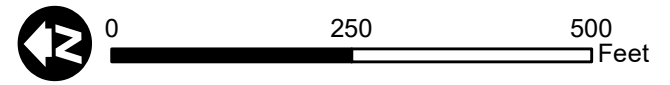
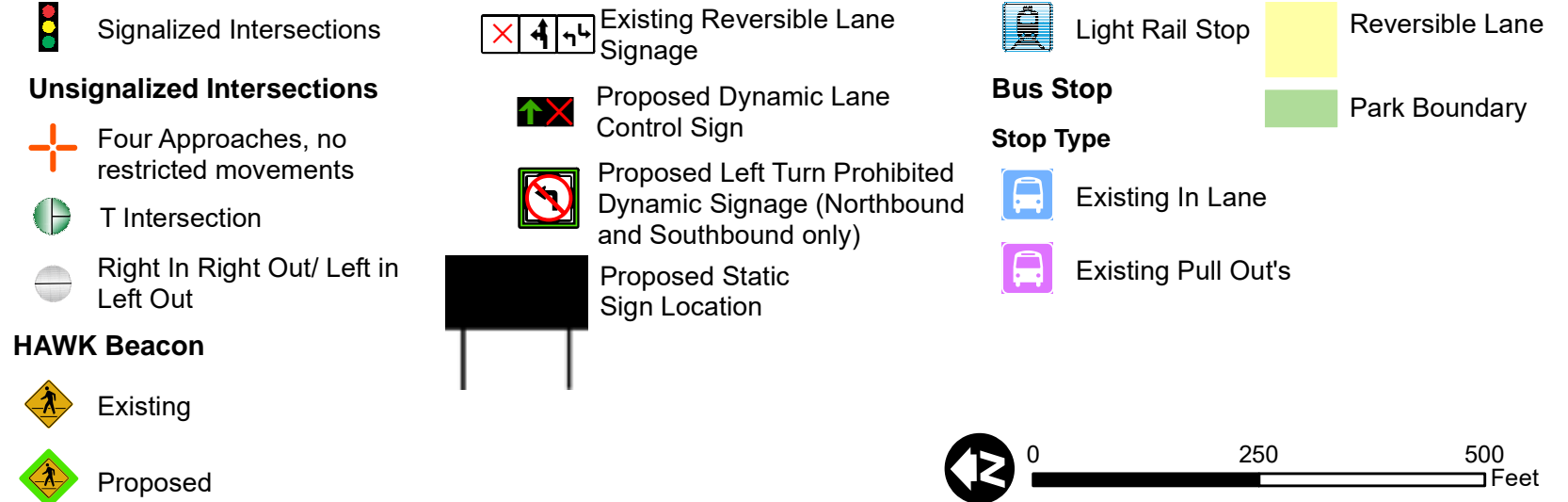


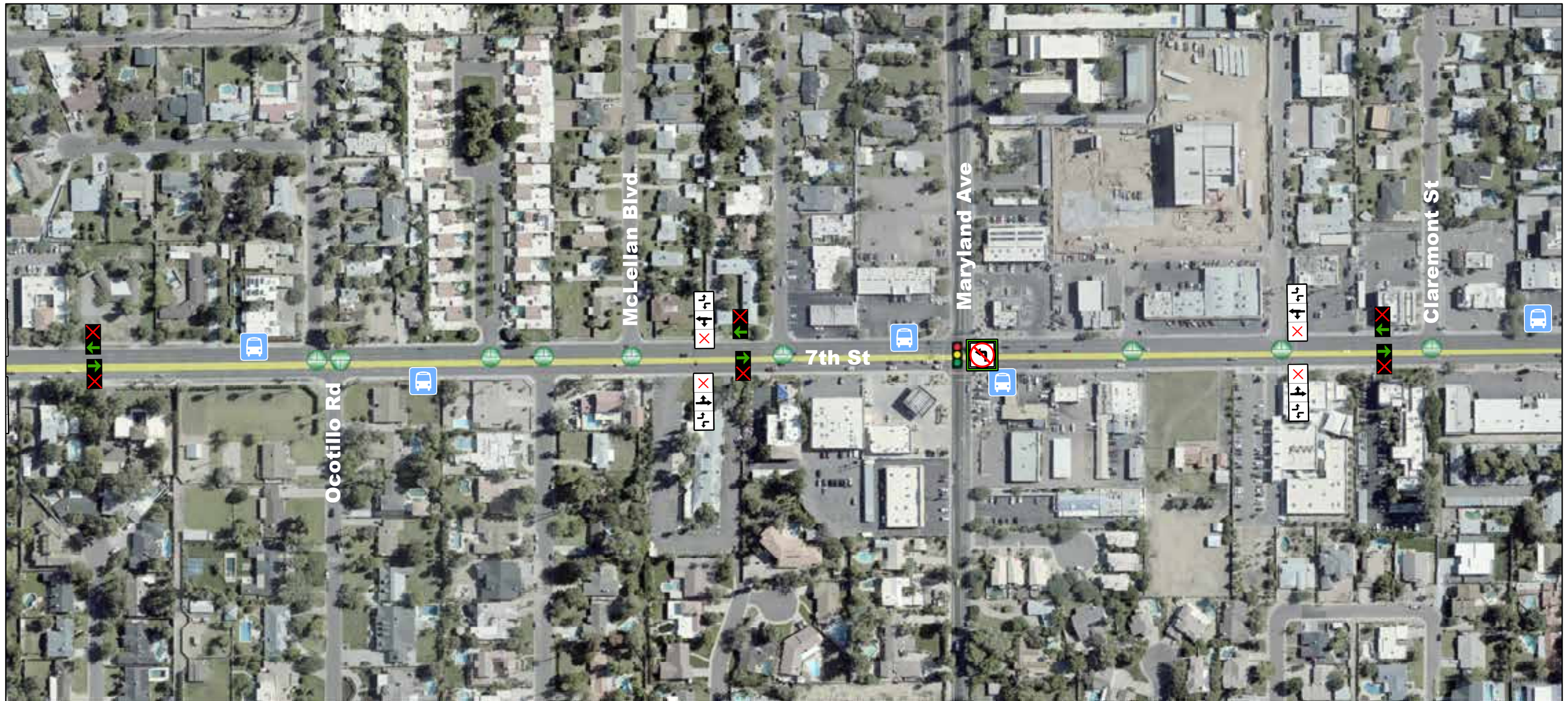
7s Reverse Lane Study: 7th Street




















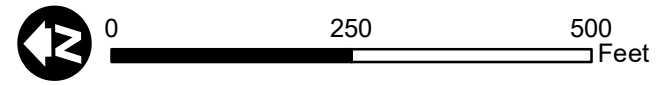
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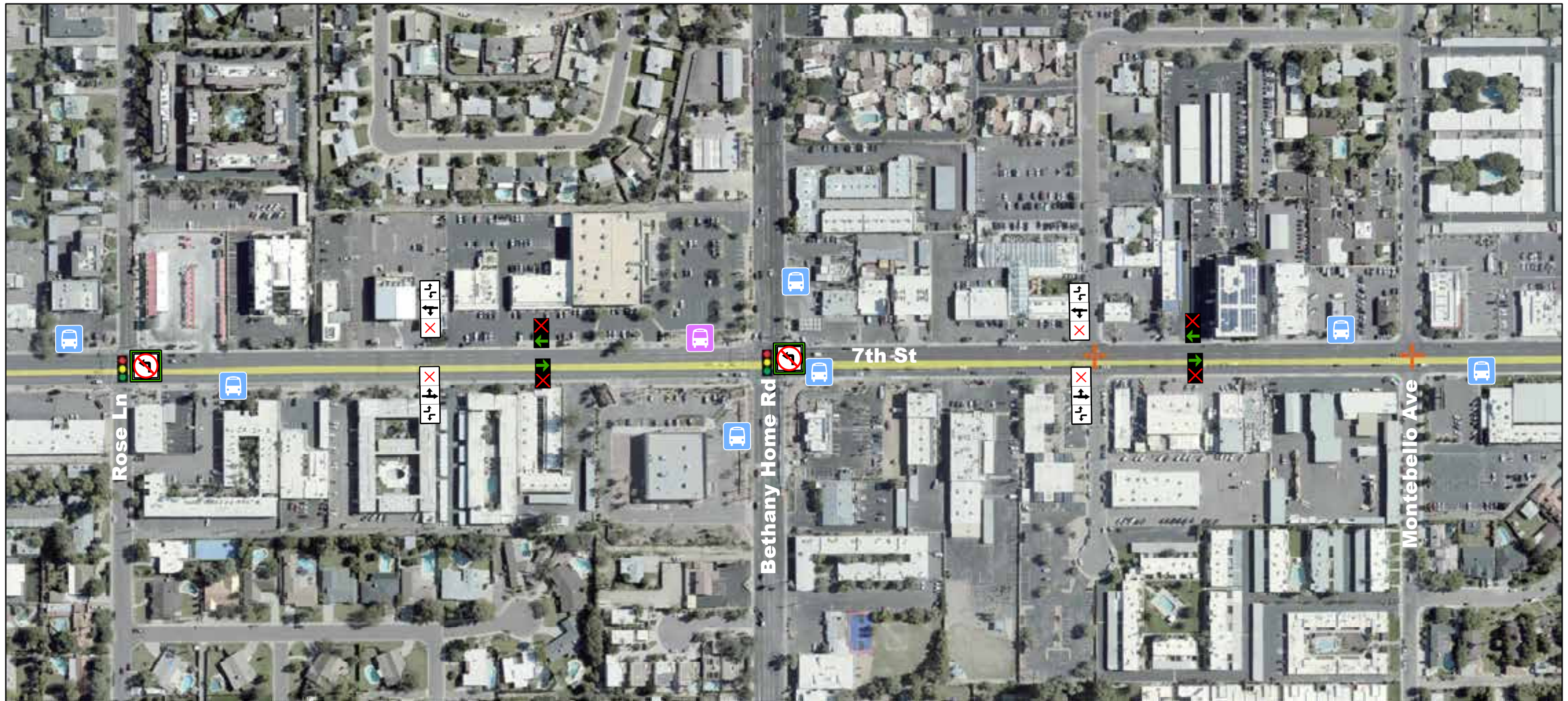




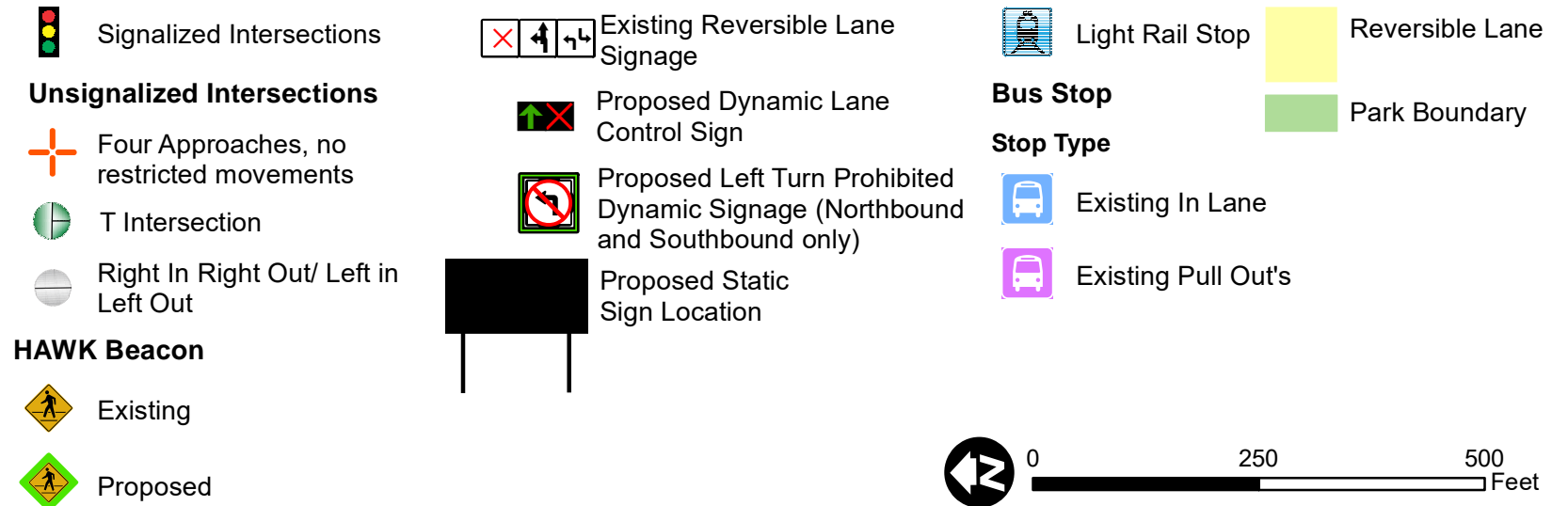
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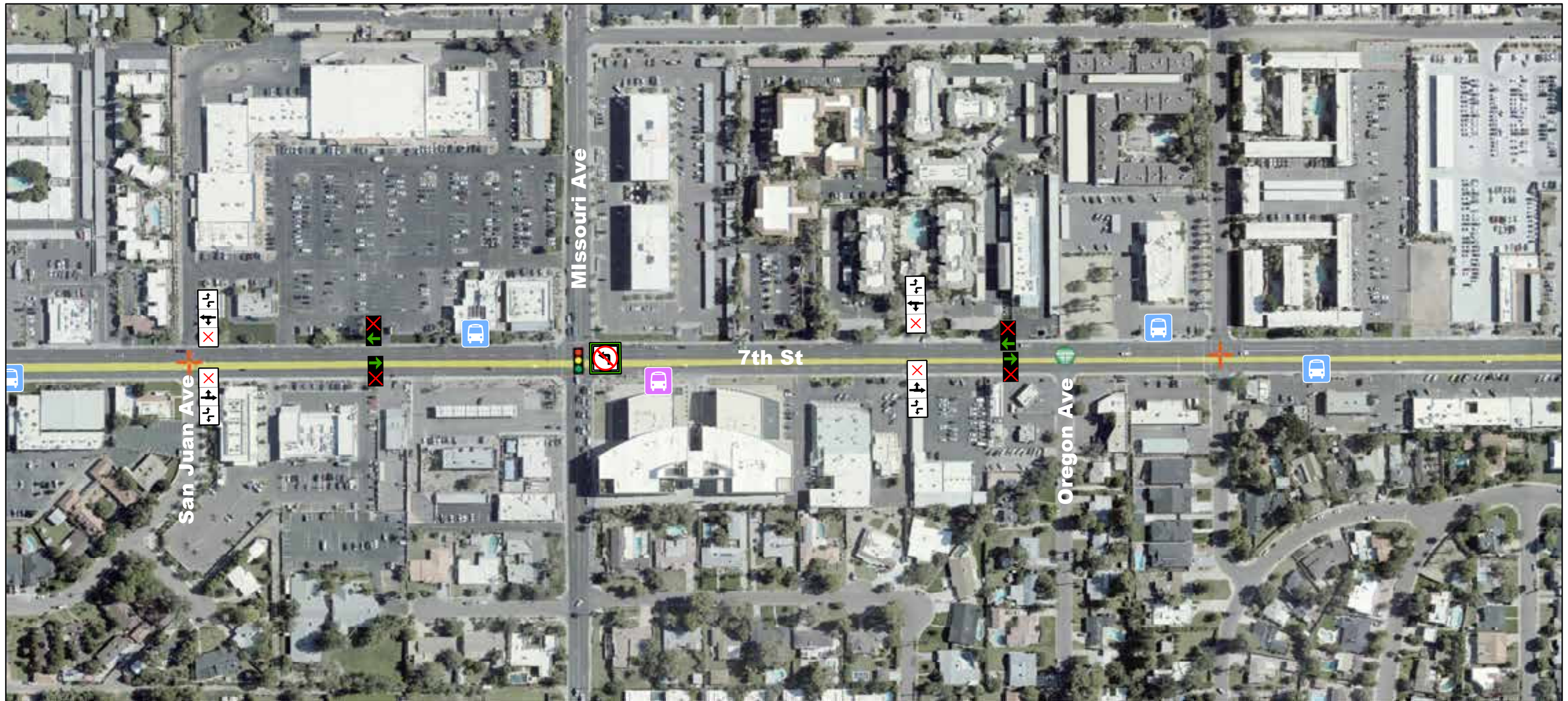
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HAWK Beacon			
 Existing			
 Proposed			





















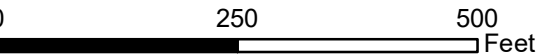
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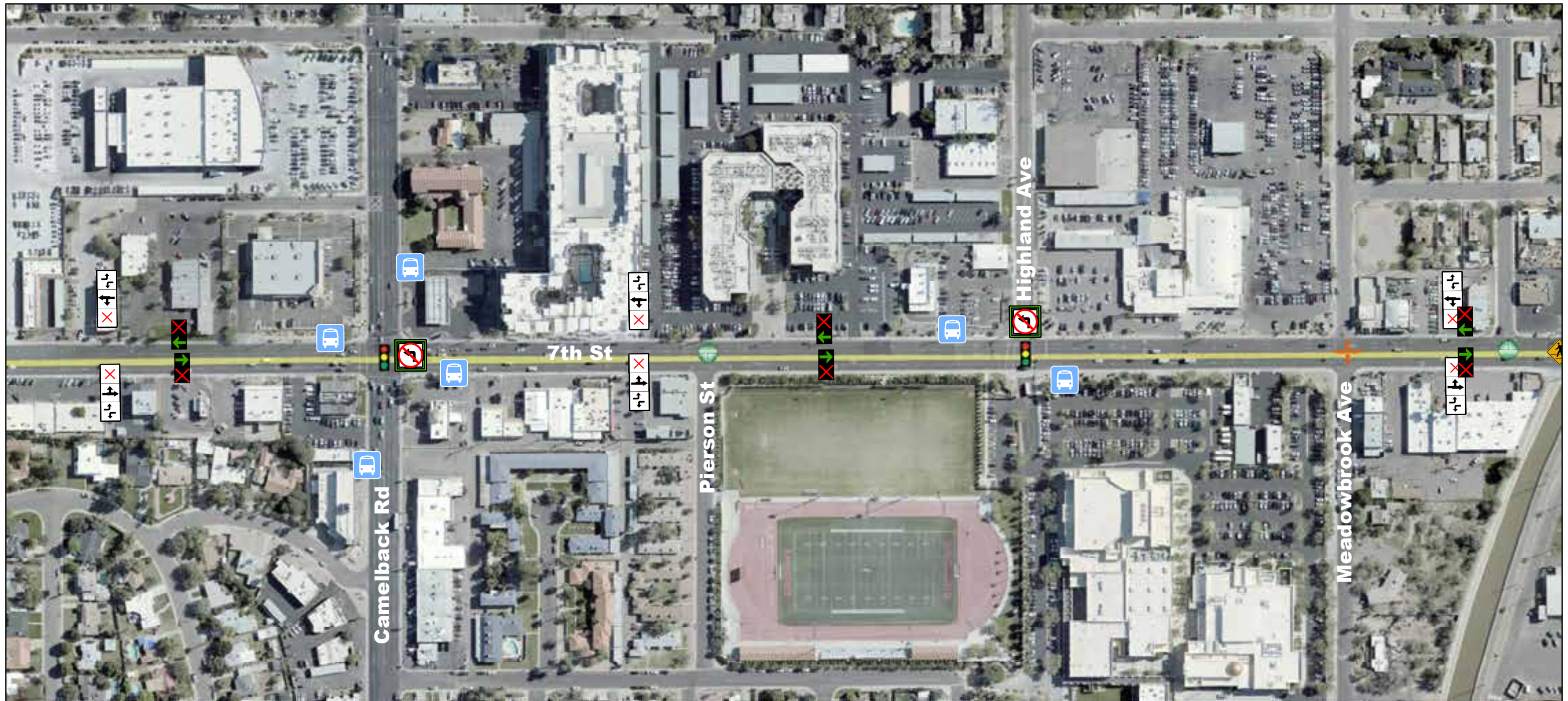




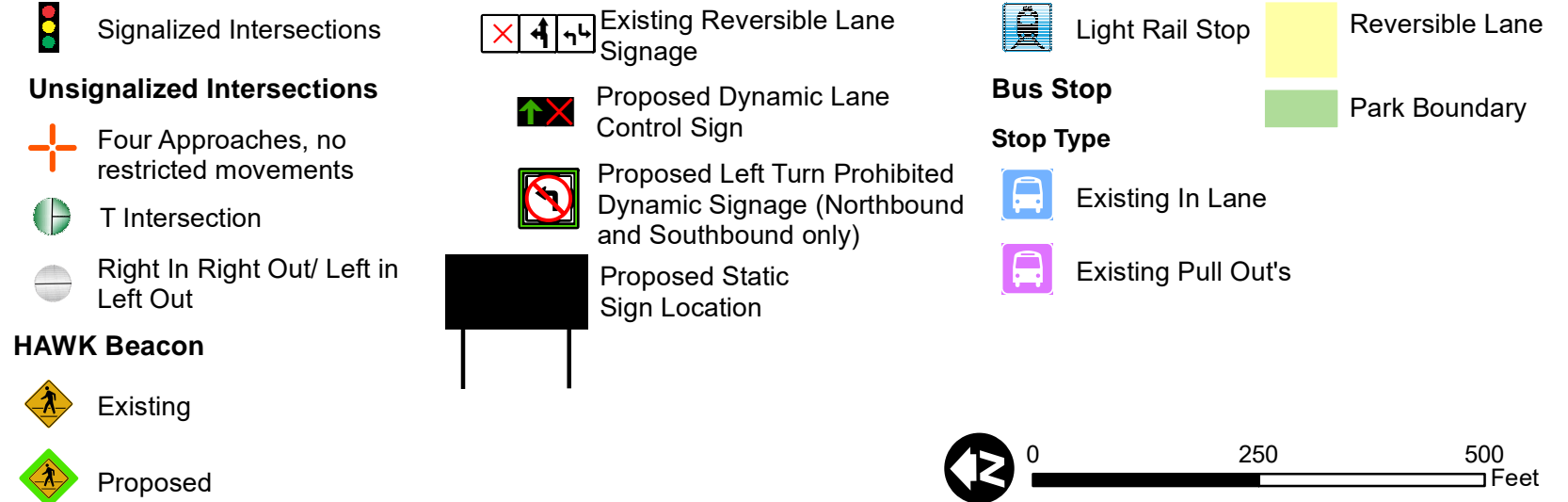
7s Reverse Lane Study: 7th Street

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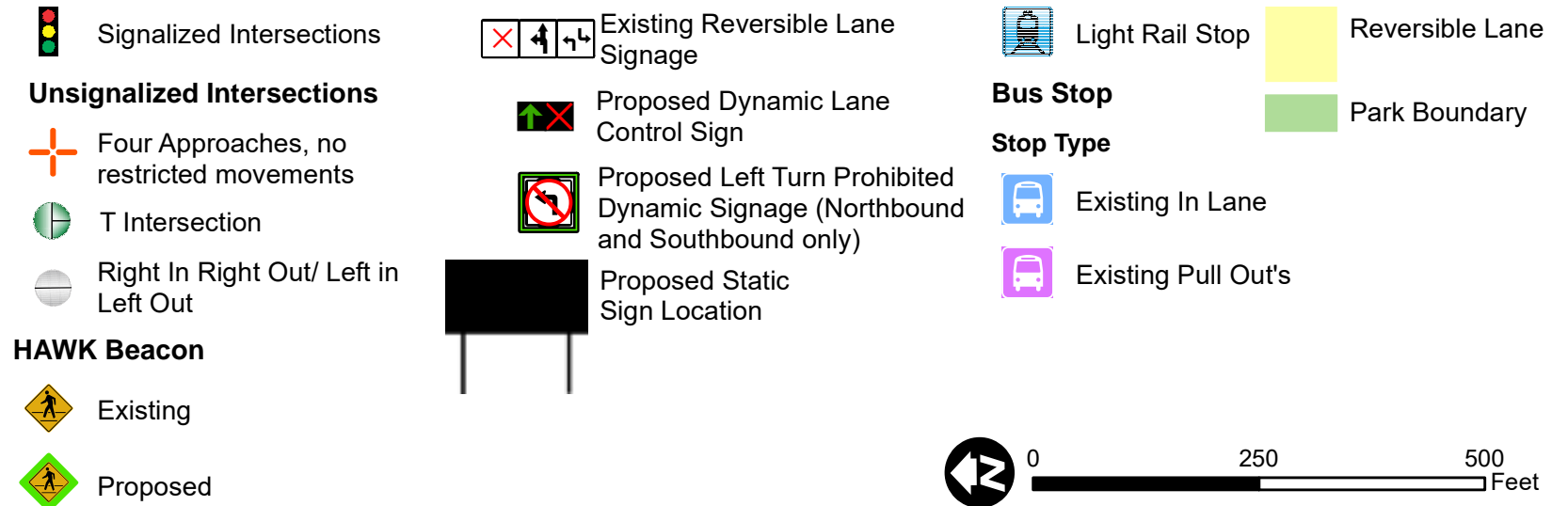


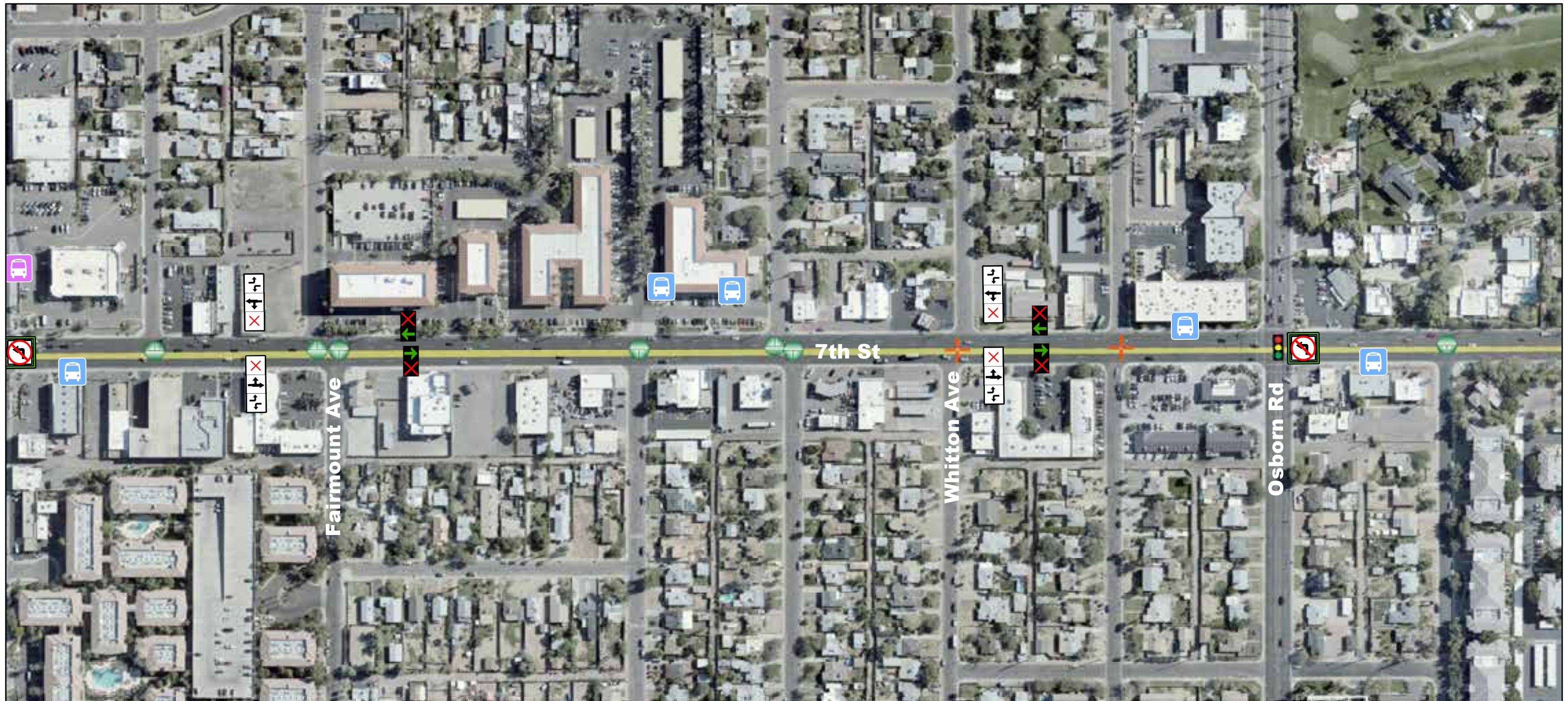
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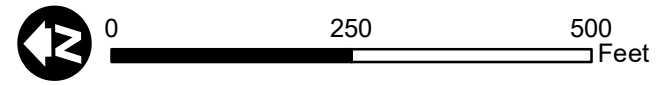
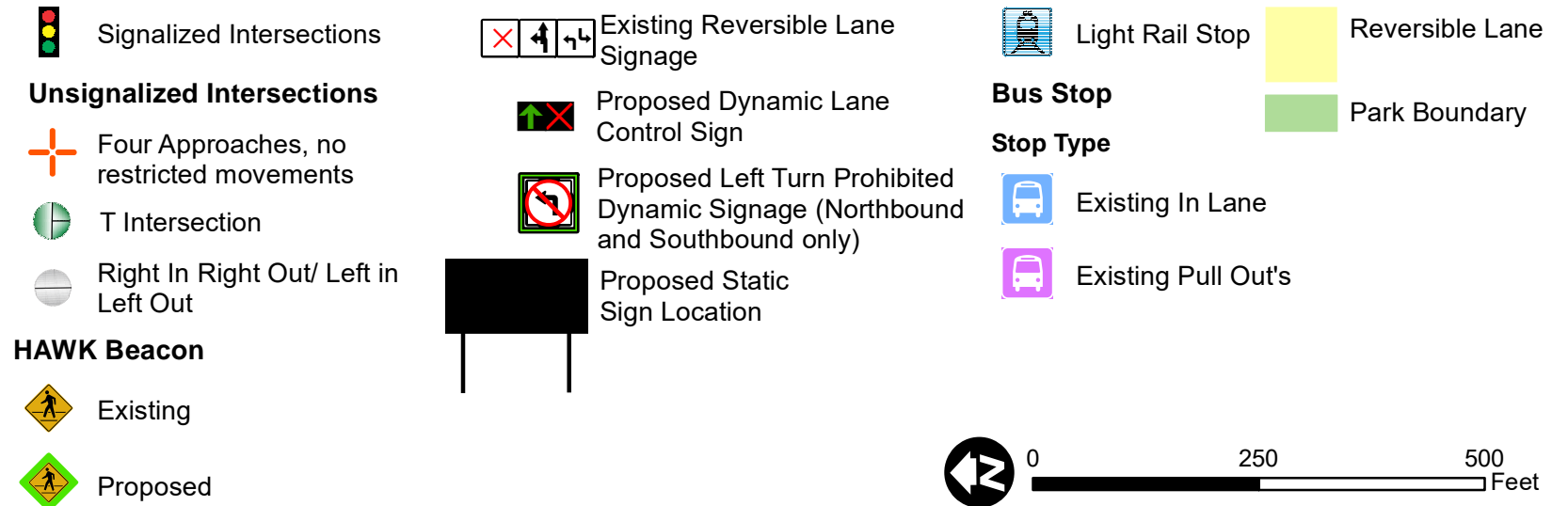


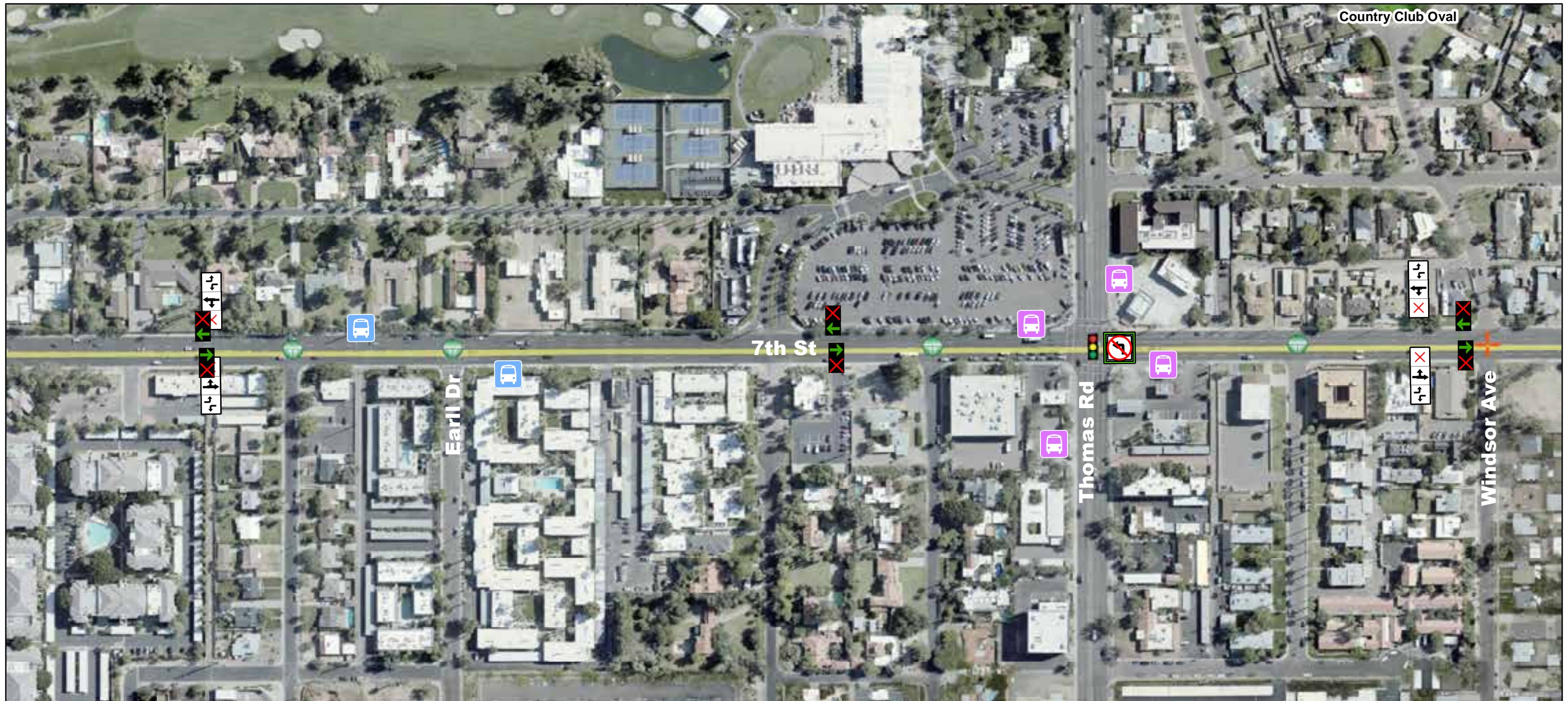
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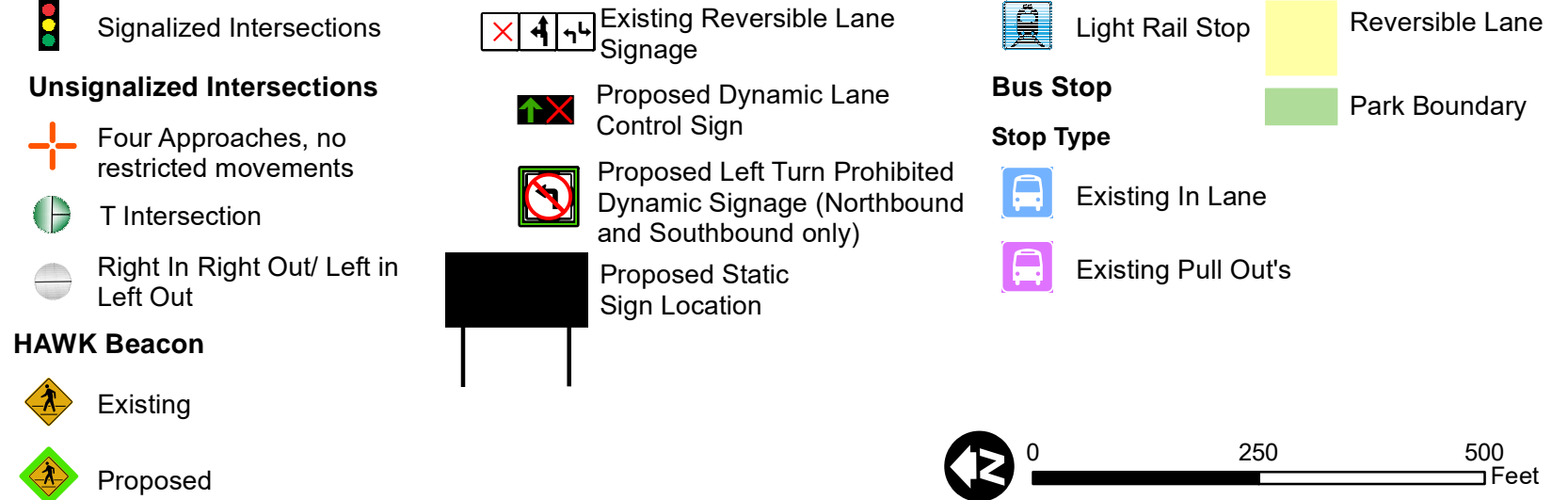


7s Reverse Lane Study: 7th Street




















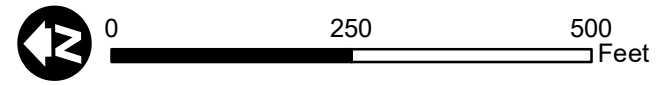
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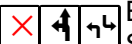













7s Reverse Lane Study: 7th Street

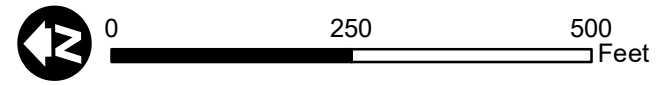
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Unsignalized Intersections	 Proposed Dynamic Lane Control Sign	Bus Stop	 Park Boundary
 Four Approaches, no restricted movements	 Proposed Left Turn Prohibited Dynamic Signage (Northbound and Southbound only)	Stop Type	
 T Intersection	 Proposed Static Sign Location	 Existing In Lane	
 Right In Right Out/ Left in Left Out		 Existing Pull Out's	
HAWK Beacon			
 Existing			
 Proposed			





7s Reverse Lane Study: 7th Street

- | | | | |
|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
|  Signalized Intersections |  Existing Reversible Lane Signage |  Light Rail Stop |  Reversible Lane |
| Unsignalized Intersections |  Proposed Dynamic Lane Control Sign | Bus Stop |  Park Boundary |
|  Four Approaches, no restricted movements |  Proposed Left Turn Prohibited Dynamic Signage (Northbound and Southbound only) | Stop Type | |
|  T Intersection |  Proposed Static Sign Location |  Existing In Lane | |
|  Right In Right Out/ Left in Left Out | |  Existing Pull Out's | |
| HAWK Beacon | | | |
|  Existing | | | |
|  Proposed | | | |



Appendix L

Preliminary Cost Estimates

**7S REVERSE LANE STUDY
ENGINEER'S COST ESTIMATE**

CITY OF PHOENIX PROJECT NO. ST89340552-1

DATE: 10/26/2020

Item Description	Unit	Quantity	Unit Price	Total Cost
Proposed Static Sign Replacement 7th Avenue				
Mast Arms and Foundation	Each	27	\$ 25,000.00	\$ 675,000.00
Static Signs (Labor + Materials)	Each	33	\$ 1,000.00	\$ 33,000.00
PROPOSED STATIC SIGN IMPROVEMENTS SUBTOTAL:				708,000.00
CONSTRUCTION SUBTOTAL:				708,000.00
UNIDENTIFIED ITEM ALLOWANCE	20%			141,600.00
CONSTRUCTION TOTAL:				849,600.00
TRAFFIC CONTROL (5%)	5%			42,480.00
CONSTRUCTION ENGINEERING (14%)	14%			118,944.00
CONSULTANT SERVICES (2%)	2%			16,992.00
CONSTRUCTION CONTINGENCIES (3%)	3%			25,488.00
CONSTRUCTION PROJECT TOTAL:				1,053,504.00
DESIGN (10%)	10%			105,350.00
DESIGN AND CONSTRUCTION PROJECT TOTAL:				1,158,854.00
Proposed Static Sign Replacement 7th Street				
Mast Arms and Foundation	Each	32	\$ 25,000.00	\$ 800,000.00
Static Signs	Each	38	\$ 1,000.00	\$ 38,000.00
PROPOSED STATIC SIGN IMPROVEMENTS SUBTOTAL:				838,000.00
CONSTRUCTION SUBTOTAL:				838,000.00
UNIDENTIFIED ITEM ALLOWANCE	20%			141,600.00
CONSTRUCTION TOTAL:				849,600.00
TRAFFIC CONTROL (5%)	5%			42,480.00
CONSTRUCTION ENGINEERING (14%)	14%			118,944.00
CONSULTANT SERVICES (2%)	2%			16,992.00
CONSTRUCTION CONTINGENCIES (3%)	3%			25,488.00
CONSTRUCTION PROJECT TOTAL:				1,053,504.00
DESIGN (10%)	10%			105,350.00
DESIGN AND CONSTRUCTION PROJECT TOTAL:				1,158,854.00

**7S REVERSE LANE STUDY
ENGINEER'S COST ESTIMATE**

CITY OF PHOENIX PROJECT NO. ST89340552-1

DATE: 10/26/2020

Item Description	Unit	Quantity	Unit Price	Total Cost
Intersection Improvements 7th Avenue				
<i>Improvements Include Cameras, Pedestrian Push Buttons, Mast Arms, Traffic Signals, Controller Cabinets, Pull Boxes)</i>				
McDowell Road	L. Sum	1	\$ 300,000.00	\$ 300,000.00
Encanto Boulevard	L. Sum	1	\$ 250,000.00	\$ 250,000.00
Thomas Road	L. Sum	1	\$ 300,000.00	\$ 300,000.00
Earl Drive	L. Sum	1	\$ 250,000.00	\$ 250,000.00
Osborn Road	L. Sum	1	\$ 300,000.00	\$ 300,000.00
Indian School Road	L. Sum	1	\$ 300,000.00	\$ 300,000.00
Campbell Road	L. Sum	1	\$ 250,000.00	\$ 250,000.00
Camelback Road	L. Sum	1	\$ 300,000.00	\$ 300,000.00
Missouri Avenue	L. Sum	1	\$ 250,000.00	\$ 250,000.00
Bethany Home Road	L. Sum	1	\$ 300,000.00	\$ 300,000.00
Maryland Avenue	L. Sum	1	\$ 250,000.00	\$ 250,000.00
Glendale Avenue	L. Sum	1	\$ 300,000.00	\$ 300,000.00
Northern Avenue	L. Sum	1	\$ 300,000.00	\$ 300,000.00
INTERSECTION IMPROVEMENTS SUBTOTAL:				3,650,000.00
CONSTRUCTION SUBTOTAL:				3,650,000.00
UNIDENTIFIED ITEM ALLOWANCE	20%			730,000.00
CONSTRUCTION TOTAL:				4,380,000.00
TRAFFIC CONTROL (5%)	5%			219,000.00
CONSTRUCTION ENGINEERING (14%)	14%			613,200.00
CONSULTANT SERVICES (2%)	2%			87,600.00
CONSTRUCTION CONTINGENCIES (3%)	3%			131,400.00
CONSTRUCTION PROJECT TOTAL:				5,431,200.00
DESIGN (10%)	10%			543,120.00
DESIGN AND CONSTRUCTION PROJECT TOTAL:				5,974,320.00
Intersection Improvements 7th Street				
<i>Improvements Include Cameras, Pedestrian Push Buttons, Mast Arms, Traffic Signals, Controller Cabinets, Pull Boxes)</i>				
McDowell Road	Each	1	\$ 300,000.00	\$ 300,000.00
Palm Lane	Each	1	\$ 250,000.00	\$ 250,000.00
Virginia Road	Each	1	\$ 250,000.00	\$ 250,000.00
Thomas Road	Each	1	\$ 300,000.00	\$ 300,000.00
Osborn Road	Each	1	\$ 300,000.00	\$ 300,000.00
Indian School Road	Each	1	\$ 300,000.00	\$ 300,000.00
VA Med Center	Each	1	\$ 250,000.00	\$ 250,000.00
Campbell Road (Central High School)	Each	1	\$ 250,000.00	\$ 250,000.00
Highland Avenue	Each	1	\$ 250,000.00	\$ 250,000.00
Camelback Road	Each	1	\$ 300,000.00	\$ 300,000.00
Missouri Avenue	Each	1	\$ 250,000.00	\$ 250,000.00
Bethany Home Road	Each	1	\$ 300,000.00	\$ 300,000.00
Rose Lane	Each	1	\$ 250,000.00	\$ 250,000.00
Maryland Avenue	Each	1	\$ 250,000.00	\$ 250,000.00
Glendale Avenue	Each	1	\$ 300,000.00	\$ 300,000.00
Northern Avenue	Each	1	\$ 300,000.00	\$ 300,000.00
Butler Drive	Each	1	\$ 250,000.00	\$ 250,000.00
Alice Avenue	Each	1	\$ 250,000.00	\$ 250,000.00
Dunlap Road	Each	1	\$ 400,000.00	\$ 400,000.00
INTERSECTION IMPROVEMENTS SUBTOTAL:				5,300,000.00
CONSTRUCTION SUBTOTAL:				5,300,000.00
UNIDENTIFIED ITEM ALLOWANCE	20%			1,060,000.00
CONSTRUCTION TOTAL:				6,360,000.00
TRAFFIC CONTROL (5%)	5%			318,000.00
CONSTRUCTION ENGINEERING (14%)	14%			890,400.00
CONSULTANT SERVICES (2%)	2%			127,200.00
CONSTRUCTION CONTINGENCIES (3%)	3%			190,800.00
CONSTRUCTION PROJECT TOTAL:				7,886,400.00
DESIGN (10%)	10%			788,640.00
DESIGN AND CONSTRUCTION PROJECT TOTAL:				8,675,040.00

**7S REVERSE LANE STUDY
ENGINEER'S COST ESTIMATE**

CITY OF PHOENIX PROJECT NO. ST89340552-1

DATE: 10/26/2020

Item Description	Unit	Quantity	Unit Price	Total Cost
Signal Wireless Mesh Network 7th Avenue				
Intersection Tie Ins	Each	13	\$ 5,000.00	\$ 65,000.00
Proposed Mast Arm Dynamic Sign Location Tie Ins	Each	27	\$ 5,000.00	\$ 135,000.00
			MESH NETWORK SUBTOTAL:	65,000.00
			MESH NETWORK SUBTOTAL:	135,000.00
			CONSTRUCTION SUBTOTAL:	200,000.00
UNIDENTIFIED ITEM ALLOWANCE	20%			40,000.00
			CONSTRUCTION TOTAL:	240,000.00
TRAFFIC CONTROL (5%)	5%			12,000.00
CONSTRUCTION ENGINEERING (14%)	14%			33,600.00
CONSULTANT SERVICES (2%)	2%			4,800.00
CONSTRUCTION CONTINGENCIES (3%)	3%			7,200.00
			CONSTRUCTION PROJECT TOTAL:	297,600.00
DESIGN (10%)	10%			29,760.00
			DESIGN AND CONSTRUCTION PROJECT TOTAL:	327,360.00
Signal Wireless Mesh Network 7th Street				
Intersection Tie Ins	Each	17	\$ 5,000.00	\$ 85,000.00
Proposed Mast Arm Dynamic Sign Location Tie Ins	Each	32	\$ 5,000.00	\$ 160,000.00
			MESH NETWORK SUBTOTAL:	245,000.00
			CONSTRUCTION SUBTOTAL:	245,000.00
UNIDENTIFIED ITEM ALLOWANCE	20%			49,000.00
			CONSTRUCTION TOTAL:	294,000.00
TRAFFIC CONTROL (5%)	5%			14,700.00
CONSTRUCTION ENGINEERING (14%)	14%			41,160.00
CONSULTANT SERVICES (2%)	2%			5,880.00
CONSTRUCTION CONTINGENCIES (3%)	3%			8,820.00
			CONSTRUCTION PROJECT TOTAL:	364,560.00
DESIGN (10%)	10%			36,456.00
			DESIGN AND CONSTRUCTION PROJECT TOTAL:	401,016.00

**7S REVERSE LANE STUDY
ENGINEER'S COST ESTIMATE
FIBER TRUNKLINE 7TH AVENUE**

CITY OF PHOENIX PROJECT NO. ST89340552-1

DATE: 10/26/2020

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
7320072	ELECTRICAL CONDUIT (3 - 3") (PVC)	L.FT.	28274	50.00	1,413,700.00
7320073	ELECTRICAL CONDUIT (2 - 3") (PVC)	L.FT.	1830	25.00	45,750.00
7320291	ELECTRICAL CONDUIT (2-3") (HDPE DIRECTIONAL DRILL)	L.FT.	1586	55.00	87,230.00
7320292	ELECTRICAL CONDUIT (3-3") (HDPE DIRECTIONAL DRILL)	L.FT.	2989	85.00	254,065.00
7320450	PULL BOX (NO. 7) (FMS STD FM-2.06)	EACH	86	800.00	68,800.00
7320455	PULL BOX (NO. 9)	EACH	49	3,000.00	147,000.00
7320510	CONDUCTOR (NO. 10)	L.FT.	3416	0.85	2,903.60
7320765	SINGLE MODE FIBER OPTIC CABLE (12 FIBERS)	L.FT.	3416	3.00	10,248.00
7320787	SINGLE MODE FIBER OPTIC CABLE (144 FIBERS)	L.FT.	31263	4.50	140,683.50
7320794	FIBER OPTIC SPLICE CLOSURE (FMS)	EACH	32	1,600.00	51,200.00
7340103	CONTROL CABINET (RAMP METER/DETECTION)	EACH	0	6,000.00	0.00
7340251	CONTROLLER (MODEL 2070)	EACH	0	2,000.00	0.00
7340304	CONTROL CABINET FOUNDATION (CABINET & TRANSFORMER)	EACH	0	1,000.00	0.00
7370455	MISCELLANEOUS ELECTRICAL (FMS RECORD DRAWINGS)	L.SUM	1	6,100.00	6,100.00
9010001	MOBILIZATION	L.SUM	1	305,000.00	305,000.00
9240010	FORCE ACCOUNT WORK (DECOMPOSED GRANITE)	L.SUM	1	61,000.00	61,000.00
9240012	FORCE ACCOUNT WORK (IRRIGATION REPAIR)	L.SUM	1	15,250.00	15,250.00
9240014	FORCE ACCOUNT WORK (LANDSCAPE REPLACEMENT)	L.SUM	1	91,500.00	91,500.00
9240015	FORCE ACCOUNT WORK (PROVIDE ELECTRICAL SERVICE)	L.SUM	1	30,500.00	30,500.00
9250001	CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1	122,000.00	122,000.00
				ROADWAY SUBTOTAL:	2,852,930.10
				CONSTRUCTION SUBTOTAL:	2,852,930.10
	UNIDENTIFIED ITEM ALLOWANCE	20%			570,586.00
				CONSTRUCTION TOTAL:	3,423,516.10
	TRAFFIC CONTROL (8%)	8%			273,881.00
	CONSTRUCTION ENGINEERING (14%)	14%			479,292.00
	CONSULTANT SERVICES (2%)	2%			68,470.00
	CONSTRUCTION CONTINGENCIES (3%)	3%			102,705.00
				PROJECT TOTAL:	4,347,864.10
	DESIGN (10%)	10%			434,786.00
				DESIGN AND CONSTRUCTION PROJECT TOTAL:	4,782,650.10

**7S REVERSE LANE STUDY
ENGINEER'S COST ESTIMATE
FIBER TRUNKLINE 7TH STREET**

CITY OF PHOENIX PROJECT NO. ST89340552-1

DATE: 10/26/2020

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
7320072	ELECTRICAL CONDUIT (3 - 3") (PVC)	L.FT.	32909	50.00	1,645,450.00
7320073	ELECTRICAL CONDUIT (2 - 3") (PVC)	L.FT.	2130	25.00	53,250.00
7320291	ELECTRICAL CONDUIT (2-3") (HDPE DIRECTIONAL DRILL)	L.FT.	1846	55.00	101,530.00
7320292	ELECTRICAL CONDUIT (3-3") (HDPE DIRECTIONAL DRILL)	L.FT.	3479	85.00	295,715.00
7320450	PULL BOX (NO. 7) (FMS STD FM-2.06)	EACH	100	800.00	80,000.00
7320455	PULL BOX (NO. 9)	EACH	57	3,000.00	171,000.00
7320510	CONDUCTOR (NO. 10)	L.FT.	3976	0.85	3,379.60
7320765	SINGLE MODE FIBER OPTIC CABLE (12 FIBERS)	L.FT.	3976	3.00	11,928.00
7320787	SINGLE MODE FIBER OPTIC CABLE (144 FIBERS)	L.FT.	36388	4.50	163,746.00
7320794	FIBER OPTIC SPLICE CLOSURE (FMS)	EACH	37	1,600.00	59,200.00
7340103	CONTROL CABINET (RAMP METER/DETECTION)	EACH	0	6,000.00	0.00
7340251	CONTROLLER (MODEL 2070)	EACH	0	2,000.00	0.00
7340304	CONTROL CABINET FOUNDATION (CABINET & TRANSFORMER)	EACH	0	1,000.00	0.00
7370455	MISCELLANEOUS ELECTRICAL (FMS RECORD DRAWINGS)	L.SUM	1	7,100.00	7,100.00
9010001	MOBILIZATION	L.SUM	1	355,000.00	355,000.00
9240010	FORCE ACCOUNT WORK (DECOMPOSED GRANITE)	L.SUM	1	71,000.00	71,000.00
9240012	FORCE ACCOUNT WORK (IRRIGATION REPAIR)	L.SUM	1	17,750.00	17,750.00
9240014	FORCE ACCOUNT WORK (LANDSCAPE REPLACEMENT)	L.SUM	1	106,500.00	106,500.00
9240015	FORCE ACCOUNT WORK (PROVIDE ELECTRICAL SERVICE)	L.SUM	1	25,000.00	25,000.00
9250001	CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1	142,000.00	142,000.00
				ROADWAY SUBTOTAL:	3,310,258.60
				CONSTRUCTION SUBTOTAL:	3,310,258.60
	UNIDENTIFIED ITEM ALLOWANCE	20%			662,052.00
				CONSTRUCTION TOTAL:	3,972,310.60
	TRAFFIC CONTROL (8%)	8%			317,785.00
	CONSTRUCTION ENGINEERING (14%)	14%			556,123.00
	CONSULTANT SERVICES (2%)	2%			79,446.00
	CONSTRUCTION CONTINGENCIES (3%)	3%			119,169.00
				PROJECT TOTAL:	5,044,833.60
	DESIGN (10%)	10%			504,483.00
				DESIGN AND CONSTRUCTION PROJECT TOTAL:	5,549,316.60

**7S REVERSE LANE STUDY
ENGINEER'S COST ESTIMATE**

CITY OF PHOENIX PROJECT NO. ST89340552-1

DATE: 10/26/2020

Item Description	Unit	Quantity	Unit Price	Total Cost
Proposed Reversible Lane System 7th Avenue (Cantiliver System)				
Mast Arms and Foundation (Labor + Materials)	Each	27	\$ 25,000.00	\$ 675,000.00
Static Signs (Labor + Materials)	Each	6	\$ 1,000.00	\$ 6,000.00
30" x 30" Single Sided Dynamic Sign for Intersections (Green Arrow/Red 'X'/White Left Turn Arrow)	Each	24	\$ 6,000.00	\$ 144,000.00
24" x 24" Single Sided Dynamic Message Signs for Proposed Mast Arms (Green Arrow/Red 'X')	Each	47	\$ 9,000.00	\$ 423,000.00
Controller Cabinet (Cabinet + Meter Pedestal) at Proposed Mast Arm Locations	Each	25	\$ 45,000.00	\$ 1,125,000.00
Pull Box #7 with Extension at Proposed Mast Arm Locations	Each	25	\$ 800.00	\$ 20,000.00
PROPOSED LANE CONTROL SIGN IMPROVEMENTS SUBTOTAL:				2,393,000.00
CONSTRUCTION SUBTOTAL:				2,393,000.00
UNIDENTIFIED ITEM ALLOWANCE	20%			478,600.00
CONSTRUCTION TOTAL:				2,871,600.00
TRAFFIC CONTROL (5%)	5%			143,580.00
CONSTRUCTION ENGINEERING (14%)	14%			402,024.00
CONSULTANT SERVICES (2%)	2%			57,432.00
CONSTRUCTION CONTINGENCIES (3%)	3%			86,148.00
CONSTRUCTION PROJECT TOTAL:				3,560,784.00
DESIGN (10%)	10%			356,078.00
DESIGN AND CONSTRUCTION PROJECT TOTAL:				3,916,862.00
Proposed Reversible Lane System 7th Street (Cantiliver System)				
Mast Arms and Foundation (Labor + Materials)	Each	32	\$ 25,000.00	\$ 800,000.00
Static Signs (Labor + Materials)	Each	6	\$ 1,000.00	\$ 6,000.00
30" x 30" Single Sided Dynamic Sign for Intersections (Green Arrow/Red 'X'/White Left Turn Arrow)	Each	36	\$ 6,000.00	\$ 216,000.00
24" x 24" Single Sided Dynamic Message Signs for Proposed Mast Arms (Green Arrow/Red 'X')	Each	53	\$ 9,000.00	\$ 477,000.00
Controller Cabinet (Cabinet + Meter Pedestal) at Proposed Mast Arm Locations	Each	27	\$ 45,000.00	\$ 1,215,000.00
Pull Box #7 with Extension at Proposed Mast Arm Locations	Each	27	\$ 800.00	\$ 21,600.00
PROPOSED LANE CONTROL SIGN IMPROVEMENTS SUBTOTAL:				2,735,600.00
CONSTRUCTION SUBTOTAL:				2,735,600.00
UNIDENTIFIED ITEM ALLOWANCE	20%			547,120.00
CONSTRUCTION TOTAL:				3,282,720.00
TRAFFIC CONTROL (5%)	5%			164,136.00
CONSTRUCTION ENGINEERING (14%)	14%			459,581.00
CONSULTANT SERVICES (2%)	2%			65,654.00
CONSTRUCTION CONTINGENCIES (3%)	3%			98,482.00
CONSTRUCTION PROJECT TOTAL:				4,070,573.00
DESIGN (10%)	10%			407,057.00
DESIGN AND CONSTRUCTION PROJECT TOTAL:				4,477,630.00

**7S REVERSE LANE STUDY
ENGINEER'S COST ESTIMATE**

CITY OF PHOENIX PROJECT NO. ST89340552-1

DATE: 10/26/2020

Item Description	Unit	Quantity	Unit Price	Total Cost
Proposed Reversible Lane System 7th Avenue (Doubly Faced Staple Signs)				
Sign Structure Staples and Foundations (Labor + Materials)	Each	27	\$ 35,000.00	\$ 945,000.00
Static Signs (Labor + Materials)	Each	6	\$ 1,000.00	\$ 6,000.00
30" x 30" Single Sided Dynamic Sign for Intersections (Green Arrow/Red 'X'/White Left Turn Arrow)	Each	24	\$ 6,000.00	\$ 144,000.00
24" x 24" Double Sided Dynamic Message Signs for Proposed Mast Arms (Green Arrow/Red 'X')	Each	182	\$ 15,000.00	\$ 2,730,000.00
Controller Cabinet (Cabinet + Meter Pedestal) at Proposed Mast Arm Locations	Each	25	\$ 45,000.00	\$ 1,125,000.00
Pull Box #7 with Extension at Proposed Mast Arm Locations	Each	25	\$ 800.00	\$ 20,000.00
PROPOSED LANE CONTROL SIGN IMPROVEMENTS SUBTOTAL:				4,970,000.00
CONSTRUCTION SUBTOTAL:				4,970,000.00
UNIDENTIFIED ITEM ALLOWANCE	20%			994,000.00
CONSTRUCTION TOTAL:				5,964,000.00
TRAFFIC CONTROL (5%)	5%			298,200.00
CONSTRUCTION ENGINEERING (14%)	14%			834,960.00
CONSULTANT SERVICES (2%)	2%			119,280.00
CONSTRUCTION CONTINGENCIES (3%)	3%			178,920.00
CONSTRUCTION PROJECT TOTAL:				7,395,360.00
DESIGN (10%)	10%			739,536.00
DESIGN AND CONSTRUCTION PROJECT TOTAL:				8,134,896.00
Proposed Reversible Lane System 7th Street (Doubly Faced Staple Signs)				
Sign Structure Staples and Foundations (Labor + Materials)	Each	32	\$ 35,000.00	\$ 1,120,000.00
Static Signs (Labor + Materials)	Each	6	\$ 1,000.00	\$ 6,000.00
30" x 30" Single Sided Dynamic Sign for Intersections (Green Arrow/Red 'X'/White Left Turn Arrow)	Each	36	\$ 6,000.00	\$ 216,000.00
24" x 24" Double Sided Dynamic Message Signs for Proposed Mast Arms (Green Arrow/Red 'X')	Each	196	\$ 15,000.00	\$ 2,940,000.00
Controller Cabinet (Cabinet + Meter Pedestal) at Proposed Mast Arm Locations	Each	27	\$ 45,000.00	\$ 1,215,000.00
Pull Box #7 with Extension at Proposed Mast Arm Locations	Each	27	\$ 800.00	\$ 21,600.00
PROPOSED LANE CONTROL SIGN IMPROVEMENTS SUBTOTAL:				5,518,600.00
CONSTRUCTION SUBTOTAL:				5,518,600.00
UNIDENTIFIED ITEM ALLOWANCE	20%			1,103,720.00
CONSTRUCTION TOTAL:				6,622,320.00
TRAFFIC CONTROL (5%)	5%			331,116.00
CONSTRUCTION ENGINEERING (14%)	14%			927,125.00
CONSULTANT SERVICES (2%)	2%			132,446.00
CONSTRUCTION CONTINGENCIES (3%)	3%			198,670.00
CONSTRUCTION PROJECT TOTAL:				8,211,677.00
DESIGN (10%)	10%			821,168.00
DESIGN AND CONSTRUCTION PROJECT TOTAL:				9,032,845.00

**7S REVERSE LANE STUDY
ENGINEER'S COST ESTIMATE**

CITY OF PHOENIX PROJECT NO. ST89340552-1

DATE: 10/26/2020

Item Description	Unit	Quantity	Unit Price	Total Cost
Proposed Reversible Lane System 7th Avenue (Singly Faced Staple Signs)				
Sign Structure Staples and Foundations (Labor + Materials)	Each	27	\$ 35,000.00	\$ 945,000.00
Static Signs (Labor + Materials)	Each	6	\$ 1,000.00	\$ 6,000.00
30" x 30" Single Sided Dynamic Sign for Intersections (Green Arrow/Red 'X'/White Left Turn Arrow)	Each	24	\$ 6,000.00	\$ 144,000.00
24" x 24" Single Sided Dynamic Message Signs for Proposed Mast Arms (Green Arrow/Red 'X')	Each	314	\$ 9,000.00	\$ 2,826,000.00
Controller Cabinet (Cabinet + Meter Pedestal) at Proposed Mast Arm Locations	Each	25	\$ 45,000.00	\$ 1,125,000.00
Pull Box #7 with Extension at Proposed Mast Arm Locations	Each	25	\$ 800.00	\$ 20,000.00
PROPOSED LANE CONTROL SIGN IMPROVEMENTS SUBTOTAL:				5,066,000.00
CONSTRUCTION SUBTOTAL:				5,066,000.00
UNIDENTIFIED ITEM ALLOWANCE	20%			1,013,200.00
CONSTRUCTION TOTAL:				6,079,200.00
TRAFFIC CONTROL (5%)	5%			303,960.00
CONSTRUCTION ENGINEERING (14%)	14%			851,088.00
CONSULTANT SERVICES (2%)	2%			121,584.00
CONSTRUCTION CONTINGENCIES (3%)	3%			182,376.00
CONSTRUCTION PROJECT TOTAL:				7,538,208.00
DESIGN (10%)	10%			753,821.00
DESIGN AND CONSTRUCTION PROJECT TOTAL:				8,292,029.00
Proposed Reversible Lane System 7th Street (Singly Faced Staple Signs)				
Sign Structure Staples and Foundations (Labor + Materials)	Each	32	\$ 35,000.00	\$ 1,120,000.00
Static Signs (Labor + Materials)	Each	6	\$ 1,000.00	\$ 6,000.00
30" x 30" Single Sided Dynamic Sign for Intersections (Green Arrow/Red 'X'/White Left Turn Arrow)	Each	36	\$ 6,000.00	\$ 216,000.00
24" x 24" Single Sided Dynamic Message Signs for Proposed Mast Arms (Green Arrow/Red 'X')	Each	324	\$ 9,000.00	\$ 2,916,000.00
Controller Cabinet (Cabinet + Meter Pedestal) at Proposed Mast Arm Locations	Each	27	\$ 45,000.00	\$ 1,215,000.00
Pull Box #7 with Extension at Proposed Mast Arm Locations	Each	27	\$ 800.00	\$ 21,600.00
PROPOSED LANE CONTROL SIGN IMPROVEMENTS SUBTOTAL:				5,494,600.00
CONSTRUCTION SUBTOTAL:				5,494,600.00
UNIDENTIFIED ITEM ALLOWANCE	20%			1,098,920.00
CONSTRUCTION TOTAL:				6,593,520.00
TRAFFIC CONTROL (5%)	5%			303,960.00
CONSTRUCTION ENGINEERING (14%)	14%			851,088.00
CONSULTANT SERVICES (2%)	2%			121,584.00
CONSTRUCTION CONTINGENCIES (3%)	3%			182,376.00
CONSTRUCTION PROJECT TOTAL:				7,538,208.00
DESIGN (10%)	10%			753,821.00
DESIGN AND CONSTRUCTION PROJECT TOTAL:				8,292,029.00

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY
Restripping 7th Avenue

ROUTE:
 SEGMENT: 7th Avenue
 LENGTH:

PROJECT DESCRIPTION:
 ESTIMATE LEVEL:
 DATE: 10/26/20

CITY OF PHOENIX PROJECT NO. ST89340552-1

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	EARTHWORK				
	CLEARING & REMOVALS	L.SUM			
	ROADWAY EXCAVATION	CU.YD.		\$ 14.00	
	DRAINAGE EXCAVATION	CU.YD.		\$ 8.00	
	BORROW	CU.YD.		\$ 15.00	
	SUBGRADE TREATMENT	SQ.YD.		\$ 15.00	
	FURNISH WATER	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				0
300 & 400	BASE AND SURFACE TREATMENT				
	AGGREGATE BASE	SQ.YD.		\$ 10.00	
	CONCRETE PAVEMENT	SQ.YD.		\$ 55.00	
	ASPHALT PAVEMENT	SQ.YD.		\$ 35.00	
	ARAC SURFACE	SQ.YD.		\$ 6.00	
	MILLING & OVERLAY	SQ.YD.		\$ 16.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				0
500	DRAINAGE				
	DRAINAGE SYSTEM (CLOSED)	L.FT.		\$ 255.00	
	DRAINAGE SYSTEM (OPEN)	L.FT.		\$ 165.00	
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		\$ 420.00	
	PUMP STATION (NEW)	EACH		\$ 2,500,000.00	
	PIPE CULVERTS	L.FT.		\$ 340.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				0
600	STRUCTURES				
	FLYOVER RAMP (NEW SYSTEM TI)	SQ.FT.		\$ 135.00	
	FLYOVER HOV RAMP	SQ.FT.		\$ 175.00	
	OVERPASS TI BRIDGE	SQ.FT.		\$ 140.00	
	RIVER CROSSING BRIDGE	SQ.FT.		\$ 145.00	
	PEDESTRIAN BRIDGE	SQ.FT.		\$ 180.00	
	BRIDGE WIDENING	SQ.FT.		\$ 160.00	
	BRIDGE REHABILITATION	SQ.FT.		\$ 100.00	
	BOX CULVERT	L.FT./CELL		\$ 1,330.00	
	SIGN STRUCTURES	EACH		\$ 75,000.00	
	ITS STRUCTURE AND PANEL	EACH		\$ 200,000.00	
	O&M CROSSING	EACH		\$ 350,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				0
700	TRAFFIC ENGINEERING				
	SIGNING (FREEWAY)	MILE/DIR		\$ 35,000.00	
	SIGNING (STREET)	MILE		\$ 65,000.00	
	PAVEMENT MARKING	LANE-MILE	36.06	\$ 5,000.00	180,320
	LIGHTING	MILE		\$ 375,000.00	
	TRAFFIC SIGNAL	EACH		\$ 300,000.00	
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		\$ 525,000.00	
MISCELLANEOUS ITEMS	L.SUM				
	TOTAL ITEM 700				180,320
800	ROADSIDE DEVELOPMENT				
	LANDSCAPING AND TOPSOIL	SQ.YD.		\$ 15.00	
	UTILITY RELOCATION	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				0
900	INCIDENTALS				
	RETAINING WALLS	SQ.FT.		\$ 75.00	
	SOUND WALLS	SQ.FT.		\$ 40.00	
	ROADWAY APPURTENANCES	L.SUM			
	ADA IMPROVEMENTS	EACH		\$ 3,000.00	
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 900				0
SUBTOTAL A (ITEM SUBTOTAL)					\$180,300
PW	PROJECT WIDE				
	DUST PALLIATIVE (0% OF SUBTOTAL A)(INCLUDED IN FURNISH WATER)			0.0%	0

	QUALITY CONTROL (1% OF SUBTOTAL A)	1.0%	1,800
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)	1.5%	2,700
	EROSION CONTROL (1% OF SUBTOTAL A)	1.0%	1,800
	MOBILIZATION (8% OF SUBTOTAL A)	8.0%	14,400
	UNIDENTIFIED ITEMS (20% OF SUBTOTAL A)	20.0%	36,100
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)		\$237,100
OTHER PROJ	OTHER PROJECT COSTS		
	DPS TRAFFIC CONTROL		0
	JOINT PROJECT AGREEMENT ITEMS		0
	CONTRACTOR INCENTIVES		0
	ENVIRONMENTAL MITIGATION		0
	PRESENT YEAR CONSTRUCTION BID COST (EXCLUDING UTILITIES & R/W)		\$237,100
INFL	INFLATION AND BELOW THE LINE ITEMS		
	TRAFFIC CONTROL (8% OF SUBTOTAL A)	8.0%	19,000
	POST DESIGN SERVICES (2% OF SUBTOTAL A)	2.0%	4,700
	CONSTRUCTION CONTINGENCIES (5% OF SUBTOTAL A)	5.0%	11,900
	CONSTRUCTION ENGINEERING (8% OF SUBTOTAL A)	8.0%	19,000
	SUBTOTAL BASE YEAR CONSTRUCTION		291,700
	LABOR AND MATERIAL INFLATION TO CONSTRUCTION YEAR 20xx (xxx.xx% CCI)	1.00	0
	INDIRECT COST ALLOCATION (9.9% OF SUBTOTAL B + OTHER PROJECT COSTS)	9.90%	28,900
	CONSTRUCTION YEAR DEPARTMENT CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)		\$320,600
DES	PREDESIGN AND FINAL DESIGN		
	PREDESIGN/NEPA/PI SERVICES (3% OF CONSTRUCTION YEAR DEPT COST)	3.0%	9,600
	SUBTOTAL PREDESIGN		9,600
	FINAL DESIGN SERVICES (8% OF CONSTRUCTION YEAR DEPT COST)	7.0%	22,400
	SUBTOTAL FINAL DESIGN		22,400
	TOTAL ESTIMATED DESIGN COST		\$32,000
UTIL	UTILITY RELOCATION		
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS		0
	UTILITY RELOCATION COST INFLATION TO CONSTRUCTION YEAR 20xx (xxx.xx% CCI)	1.00	0
	INDIRECT COST ALLOCATION (9.9% OF ALL UTILITY COSTS)	9.90%	0
	TOTAL ESTIMATED UTILITY COST		\$0
R/W	RIGHT-OF-WAY		
	RIGHT-OF-WAY	L. SUM	0
	RIGHT-OF-WAY PRICE ESCALATION TO ACQUISITION YEAR 20xx (xxx.xx% CCI)	1.00	0
	INDIRECT COST ALLOCATION (9.9% OF ALL RIGHT-OF-WAY COSTS)	9.90%	0
	ACQUISITION YEAR RIGHT-OF-WAY COSTS		\$0
	TOTAL ESTIMATED PROJECT COST		\$353,000

**ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY
Restripping 7th Street**

ROUTE:
SEGMENT: 7th Avenue
LENGTH:

PROJECT DESCRIPTION:
ESTIMATE LEVEL:
DATE: 10/26/20

CITY OF PHOENIX PROJECT NO. ST89340552-1

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	EARTHWORK				
	CLEARING & REMOVALS	L.SUM			
	ROADWAY EXCAVATION	CU.YD.		\$ 14.00	
	DRAINAGE EXCAVATION	CU.YD.		\$ 8.00	
	BORROW	CU.YD.		\$ 15.00	
	SUBGRADE TREATMENT	SQ.YD.		\$ 15.00	
	FURNISH WATER	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				0
300 & 400	BASE AND SURFACE TREATMENT				
	AGGREGATE BASE	SQ.YD.		\$ 10.00	
	CONCRETE PAVEMENT	SQ.YD.		\$ 55.00	
	ASPHALT PAVEMENT	SQ.YD.		\$ 35.00	
	ARAC SURFACE	SQ.YD.		\$ 6.00	
	MILLING & OVERLAY	SQ.YD.		\$ 16.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				0
500	DRAINAGE				
	DRAINAGE SYSTEM (CLOSED)	L.FT.		\$ 255.00	
	DRAINAGE SYSTEM (OPEN)	L.FT.		\$ 165.00	
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		\$ 420.00	
	PUMP STATION (NEW)	EACH		\$ 2,500,000.00	
	PIPE CULVERTS	L.FT.		\$ 340.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				0
600	STRUCTURES				
	FLYOVER RAMP (NEW SYSTEM TI)	SQ.FT.		\$ 135.00	
	FLYOVER HOV RAMP	SQ.FT.		\$ 175.00	
	OVERPASS TI BRIDGE	SQ.FT.		\$ 140.00	
	RIVER CROSSING BRIDGE	SQ.FT.		\$ 145.00	
	PEDESTRIAN BRIDGE	SQ.FT.		\$ 180.00	
	BRIDGE WIDENING	SQ.FT.		\$ 160.00	
	BRIDGE REHABILITATION	SQ.FT.		\$ 100.00	
	BOX CULVERT	L.FT./CELL		\$ 1,330.00	
	SIGN STRUCTURES	EACH		\$ 75,000.00	
	ITS STRUCTURE AND PANEL	EACH		\$ 200,000.00	
	O&M CROSSING	EACH		\$ 350,000.00	
		MISCELLANEOUS ITEMS	L.SUM		
	TOTAL ITEM 600				0
700	TRAFFIC ENGINEERING				
	SIGNING (FREEWAY)	MILE/DIR		\$ 35,000.00	
	SIGNING (STREET)	MILE		\$ 65,000.00	
	PAVEMENT MARKING	LANE-MILE	42.68	\$ 5,000.00	213,380
	LIGHTING	MILE		\$ 375,000.00	
	TRAFFIC SIGNAL	EACH		\$ 300,000.00	
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		\$ 525,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 700				213,380
800	ROADSIDE DEVELOPMENT				
	LANDSCAPING AND TOPSOIL	SQ.YD.		\$ 15.00	
	UTILITY RELOCATION	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				0
900	INCIDENTALS				
	RETAINING WALLS	SQ.FT.		\$ 75.00	
	SOUND WALLS	SQ.FT.		\$ 40.00	
	ROADWAY APPURTENANCES	L.SUM			
	ADA IMPROVEMENTS	EACH		\$ 3,000.00	
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
		MISCELLANEOUS ITEMS	L.SUM		
	TOTAL ITEM 900				0
SUBTOTAL A (ITEM SUBTOTAL)					\$213,400
PW	PROJECT WIDE				
	DUST PALLIATIVE (0% OF SUBTOTAL A)(INCLUDED IN FURNISH WATER)			0.0%	0

	QUALITY CONTROL (1% OF SUBTOTAL A)	1.0%	2,100
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)	1.5%	3,200
	EROSION CONTROL (1% OF SUBTOTAL A)	1.0%	2,100
	MOBILIZATION (8% OF SUBTOTAL A)	8.0%	17,100
	UNIDENTIFIED ITEMS (20% OF SUBTOTAL A)	20.0%	42,700
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)		\$280,600
OTHER PROJ	OTHER PROJECT COSTS		
	DPS TRAFFIC CONTROL		0
	JOINT PROJECT AGREEMENT ITEMS		0
	CONTRACTOR INCENTIVES		0
	ENVIRONMENTAL MITIGATION		0
	PRESENT YEAR CONSTRUCTION BID COST (EXCLUDING UTILITIES & R/W)		\$280,600
INFL	INFLATION AND BELOW THE LINE ITEMS		
	TRAFFIC CONTROL (8% OF SUBTOTAL A)	8.0%	22,400
	POST DESIGN SERVICES (2% OF SUBTOTAL A)	2.0%	5,600
	CONSTRUCTION CONTINGENCIES (5% OF SUBTOTAL A)	5.0%	14,000
	CONSTRUCTION ENGINEERING (8% OF SUBTOTAL A)	8.0%	22,400
	SUBTOTAL BASE YEAR CONSTRUCTION		345,000
	LABOR AND MATERIAL INFLATION TO CONSTRUCTION YEAR 20xx (xxx.xx% CCI)	1.00	0
	INDIRECT COST ALLOCATION (9.9% OF SUBTOTAL B + OTHER PROJECT COSTS)	9.90%	34,200
	CONSTRUCTION YEAR DEPARTMENT CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)		\$379,200
DES	PREDESIGN AND FINAL DESIGN		
	PREDESIGN/NEPA/PI SERVICES (3% OF CONSTRUCTION YEAR COST)	3.0%	8,400
	PREDESIGN COST INFLATION TO CONSTRUCTION YEAR 20xx (xxx.xx% CCI)	1.00	0
	INDIRECT COST ALLOCATION (9.9% OF ALL DESIGN COSTS)	9.90%	800
	SUBTOTAL PREDESIGN		9,200
	FINAL DESIGN SERVICES (8% OF CONSTRUCTION YEAR COST)	8.0%	22,400
	FINAL DESIGN COST INFLATION TO CONSTRUCTION YEAR 20xx (xxx.xx% CCI)	1.00	0
	INDIRECT COST ALLOCATION (9.9% OF ALL DESIGN COSTS)	9.90%	2,200
	SUBTOTAL FINAL DESIGN		24,600
	TOTAL ESTIMATED DESIGN COST		\$33,800
UTIL	UTILITY RELOCATION		
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS		0
	UTILITY RELOCATION COST INFLATION TO CONSTRUCTION YEAR 20xx (xxx.xx% CCI)	1.00	0
	INDIRECT COST ALLOCATION (9.9% OF ALL UTILITY COSTS)	9.90%	0
	TOTAL ESTIMATED UTILITY COST		\$0
R/W	RIGHT-OF-WAY		
	RIGHT-OF-WAY	L. SUM	0
	RIGHT-OF-WAY PRICE ESCALATION TO ACQUISITION YEAR 20xx (xxx.xx% CCI)	1.00	0
	INDIRECT COST ALLOCATION (9.9% OF ALL RIGHT-OF-WAY COSTS)	9.90%	0
	ACQUISITION YEAR RIGHT-OF-WAY COSTS		\$0
	TOTAL ESTIMATED PROJECT COST		\$413,000

**7S REVERSE LANE STUDY
ENGINEER'S COST ESTIMATE
7th Avenue and 7th Street Bus Bay Proposal**

CITY OF PHOENIX PROJECT NO. ST89340552-1

DATE: 10/26/2020

Description	Unit	7th Avenue Quantity	7th Street Quantity	Total Quantity	Unit Cost	7th Avenue Cost	7th Street Cost	Total Cost		
Base Conditions - Bus Bay Construction	Each	1	2	3	\$ 55,000.00	\$ 55,000.00	\$ 110,000.00	\$ 165,000.00		
Modified Bus Bay	Each	1	1	2	\$ 55,000.00	\$ 55,000.00	\$ 55,000.00	\$ 110,000.00		
Driveway Reconstruction, No New R/W	Each	1	1	2	\$ 70,000.00	\$ 70,000.00	\$ 70,000.00	\$ 140,000.00		
Driveway Reconstruction, and Pole Relocation, No New R/W	Each	0	1	1	\$ 70,000.00	\$ -	\$ 70,000.00	\$ 70,000.00		
R/W Acquisition (Residential)	Each	4	1	5	\$ 80,000.00	\$ 320,000.00	\$ 80,000.00	\$ 400,000.00		
R/W Acquisition (Landscaping)	Each	2	3	5	\$ 75,000.00	\$ 150,000.00	\$ 225,000.00	\$ 375,000.00		
R/W Acquisition (Parking Lot)	Each	0	3	3	\$ 105,000.00	\$ -	\$ 315,000.00	\$ 315,000.00		
R/W Acquisition (Residential) and Driveway Reconstruction	Each	2	0	2	\$ 80,000.00	\$ 160,000.00	\$ -	\$ 160,000.00		
R/W Acquisition (Landscaping) and Driveway Reconstruction	Each	0	2	2	\$ 90,000.00	\$ -	\$ 180,000.00	\$ 180,000.00		
R/W Acquisition (Landscaping) and 2 Driveway Reconstruction	Each	3	0	3	\$ 135,000.00	\$ 405,000.00	\$ -	\$ 405,000.00		
R/W Acquisition (Parking Lot) and Driveway Reconstruction	Each	1	2	3	\$ 130,000.00	\$ 130,000.00	\$ 260,000.00	\$ 390,000.00		
R/W Acquisition (Parking Lot) and Driveway Reconstruction for a MODIFIED Bus Bay	Each	0	1	1	\$ 120,000.00	\$ -	\$ 120,000.00	\$ 120,000.00		
R/W Acquisition (Parking Lot) and 2 Driveway Reconstructions	Each	3	2	5	\$ 135,000.00	\$ 405,000.00	\$ 270,000.00	\$ 675,000.00		
R/W Acquisition (Parking Lot), 1 Driveway Reconstructions and Pole Relocation	Each	1	0	1	\$ 140,000.00	\$ 140,000.00	\$ -	\$ 140,000.00		
R/W Acquisition (Parking Lot), 2 Driveway Reconstructions and Pole Relocation	Each	2	0	2	\$ 155,000.00	\$ 310,000.00	\$ -	\$ 310,000.00		
R/W Acquisition (Parking Lot), 2 Driveway Reconstructions and Utility Relocations	Each	0	1	1	\$ 140,000.00	\$ -	\$ 140,000.00	\$ 140,000.00		
R/W Acquisition (Parking Lot) and 3 Driveway Reconstructions	Each	1	0	1	\$ 150,000.00	\$ 150,000.00	\$ -	\$ 150,000.00		
R/W Acquisition (Parking Lot, Landscaping) and Driveway Reconstruction	Each	0	2	2	\$ 140,000.00	\$ -	\$ 280,000.00	\$ 280,000.00		
R/W Acquisition (Parking Lot, Landscaping) and 2 Driveway Reconstruction	Each	1	1	2	\$ 155,000.00	\$ 155,000.00	\$ 155,000.00	\$ 310,000.00		
R/W Acquisition (Parking Lot, Landscaping) and 3 Driveway Reconstructions	Each	0	1	1	\$ 170,000.00	\$ -	\$ 170,000.00	\$ 170,000.00		
R/W Acquisition (Parking Lot) and Minor Utilities	Each	0	1	1	\$ 110,000.00	\$ -	\$ 110,000.00	\$ 110,000.00		
R/W Acquisition (Parking Lot), 2 Driveway Reconstructions and Minor Utilities	Each	0	1	1	\$ 140,000.00	\$ -	\$ 140,000.00	\$ 140,000.00		
R/W Acquisition (Parking Lot), 2 Driveway Reconstruction and Pole Relocation for MODIFIED Bus Bay	Each	0	1	1	\$ 120,000.00	\$ -	\$ 120,000.00	\$ 120,000.00		
R/W Acquisition (Residential), Driveway Reconstruction, Pole Relocation, Utility Relocation	Each	1	0	1	\$ 120,000.00	\$ 120,000.00	\$ -	\$ 120,000.00		
R/W Acquisition (Landscaping) and Pole Relocation	Each	4	1	5	\$ 95,000.00	\$ 380,000.00	\$ 95,000.00	\$ 475,000.00		
R/W Acquisition (Landscaping), Pole Relocation and Sign Relocations	Each	0	1	1	\$ 120,000.00	\$ -	\$ 120,000.00	\$ 120,000.00		
R/W Acquisition (Landscaping), Pole Relocation, and Utility Relocation	Each	0	1	1	\$ 100,000.00	\$ -	\$ 100,000.00	\$ 100,000.00		
R/W Acquisition (Landscaping), Driveway Reconstruction, and Minor Utility Relocation	Each	2	0	2	\$ 95,000.00	\$ 190,000.00	\$ -	\$ 190,000.00		
R/W Acquisition (Landscaping), Driveway Reconstruction, Pole Relocation and Utility Relocation	Each	0	2	2	\$ 115,000.00	\$ -	\$ 230,000.00	\$ 230,000.00		
R/W Acquisition (Parking Lot), Pole Relocation and Utilities	Each	0	1	1	\$ 130,000.00	\$ -	\$ 130,000.00	\$ 130,000.00		
R/W Acquisition (Landscape and Parking Lot), Driveway Reconstruction, Pole Relocation and Utilities	Each	0	1	1	\$ 165,000.00	\$ -	\$ 165,000.00	\$ 165,000.00		
R/W Acquisition, Multiple Driveway Reconstructions, No New R/W	Each	1	0	1	\$ 100,000.00	\$ 100,000.00	\$ -	\$ 100,000.00		
R/W Acquisition, Multiple Driveway Reconstructions Utility Modifications	Each	0	1	1	\$ 105,000.00	\$ -	\$ 105,000.00	\$ 105,000.00		
TOTALS		31	35	66		\$ 3,295,000.00	\$ 3,815,000.00	\$ 7,110,000.00		
						PROPOSED BUS BAY CONSTRUCTION SUBTOTAL:	\$ 3,295,000.00	\$ 3,815,000.00	\$ 7,110,000.00	
						CONSTRUCTION SUBTOTAL:	\$ 3,295,000.00	\$ 3,815,000.00	\$ 7,110,000.00	
						UNIDENTIFIED ITEM ALLOWANCE	20%	\$ 659,000.00	\$ 763,000.00	\$ 1,422,000.00
								\$ 3,954,000.00	\$ 4,578,000.00	\$ 8,532,000.00

TRAFFIC CONTROL (5%)		5%	\$ 197,700.00	\$ 228,900.00	\$ 426,600.00
CONSTRUCTION ENGINEERING (14%)		14%	\$ 553,560.00	\$ 640,920.00	\$ 1,194,480.00
CONSULTANT SERVICES (2%)		2%	\$ 79,080.00	\$ 91,560.00	\$ 170,640.00
CONSTRUCTION CONTINGENCIES (3%)		3%	\$ 118,620.00	\$ 137,340.00	\$ 255,960.00
			CONSTRUCTION TOTAL:	\$ 4,902,960.00	\$ 5,676,720.00
DESIGN (10%)		10%	\$ 490,296.00	\$ 567,672.00	\$ 1,057,968.00
			DESIGN AND CONSTRUCTION PROJECT TOTAL:	\$ 5,393,256.00	\$ 6,244,392.00
					\$ 11,637,648.00

Appendix M

7th Street Reverse Lane Study McDowell Road to Osborn Road Technical Memorandum

**7's Reverse Lane Study
7th Street and 7th Avenue
from McDowell Road to Dunlap Avenue**

**7th Street between McDowell Road and Osborn Road
Technical Memorandum**

Project No. ST89340552-1

Prepared for:



City of Phoenix

Prepared by:

BURGESS & NIPLE

July 2020

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Appendix A Traffic Signal Timing Plans

Appendix B Existing Traffic Counts

Appendix C Existing Conditions Capacity Analysis Results

Appendix D Alternate Configurations Capacity Analysis Results

1.0 Introduction

A planning and traffic operations study was initiated to examine the existing traffic operations along the 7th Street and 7th Avenue corridors, where the reversible lanes are present, north of downtown Phoenix. The initial phase of the study will evaluate the reversible lanes on 7th Street between McDowell Road and Osborn Road in the City of Phoenix (City). Currently, the reversible lane is operational during the a.m. and p.m. peak hours (6-9 a.m. and 4-6 pm).

This report will analyze specifically the impact of eliminating the reversible lane on 7th Street between McDowell Road and Osborn Road. Analysis will be conducted using travel demand and microsimulation models to classify the outcomes of eliminating the reversible lanes for the City. Travel demand modeling will enable the identification of origin-destination traffic patterns during reversible lane hours. Microsimulation modeling will quantify operational effects in the absence of the reversible lane. Summary findings from the initial study will be included in the final report for the larger study analyzing the whole stretch of the reversible lane corridors on 7th Street and 7th Avenue.

The overarching larger study will review the existing reversible lane infrastructure and identify potential improvement strategies (e.g. ITS infrastructure) to enhance the functionality of the reversible lanes. The study will identify opportunities for efficient operations, ITS infrastructure integration, and other traffic management measures in the corridors to optimize their operational performance. The evaluation and potential improvement strategies will be documented in the final report.

2.0 Study Area

The reversible lane corridors on 7th Street is between East McDowell Road and East Dunlap Road. The vicinity map is shown in **Figure 2.1**.

I-10, located south of the Study Area, is a major interstate facility in the region and provides connections to the greater Phoenix region. All the roadways that provide a direct connection to I-10 include:

- 16th Street a mile Street to the east;
- 3rd Street a quarter-mile to the west;
- 7th Avenue a mile to the west; and
- 19th Avenue two miles to the west.

Minor/local arterials in the north-south direction parallel to 7th Street include:

- 12th Street a half mile to the east;
- 16th Street a-mile to the east; and
- 7th Avenue a mile to the west.

Major arterials in the east-west direction in the Study area include:

- McDowell Road;
- Thomas Road; and
- Indian School Road.

Minor/local collectors in the east-west direction in the Study area include:

- Coronado Road;
- Palm Lane;
- Monte Vista Road;
- Oak Street; and
- Virginia Avenue.

The following intersections along the Study corridor are signalized:

- McDowell Road;
- Palm Lane;
- Virginia Avenue;
- Thomas Road; and
- Osborn Road.

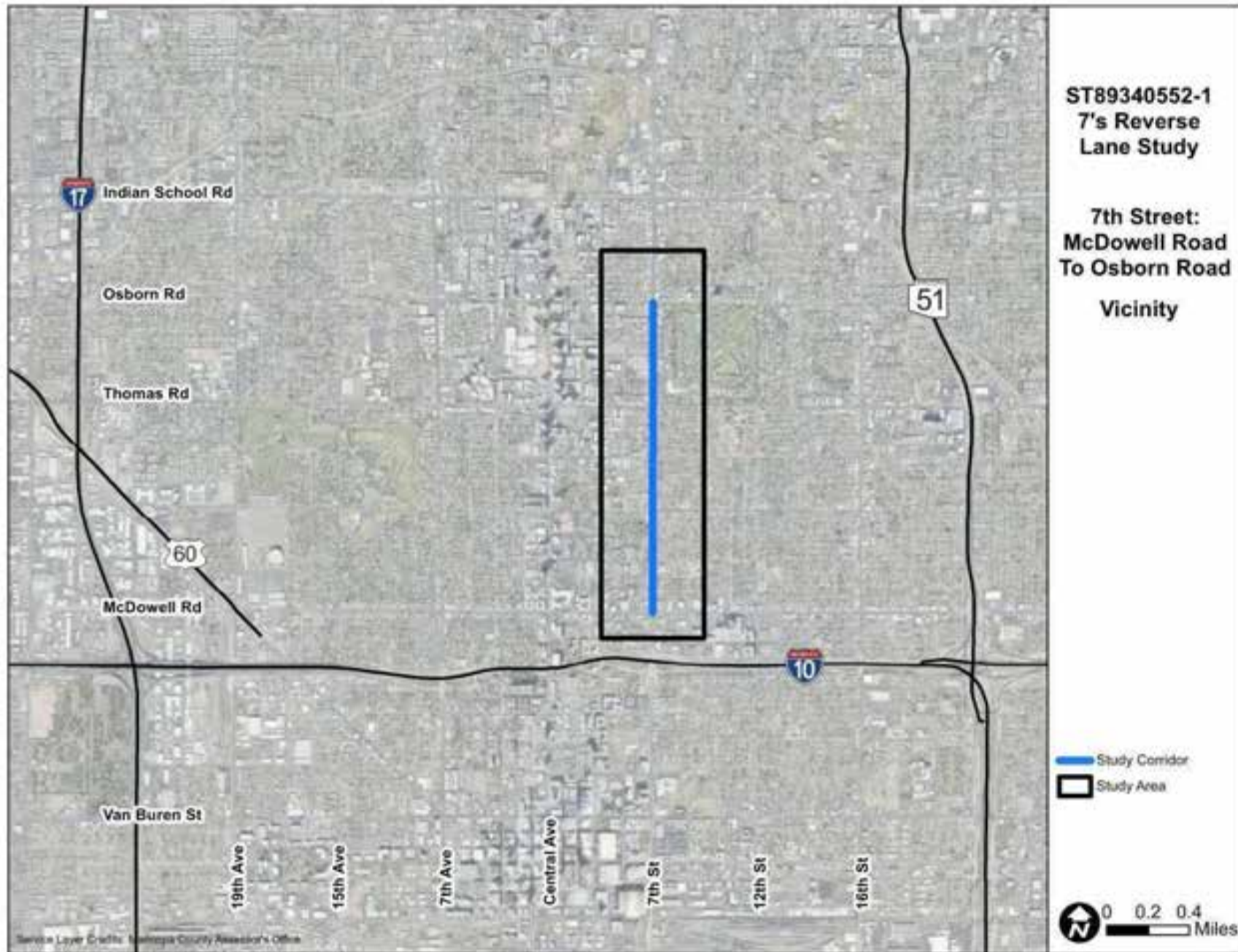
The following intersections along the Study corridor are unsignalized:

- Coronado Road;
- Granada Road;
- Monte Vista Road;
- Alvarado Road;
- Oak Street;
- Sheridan Street;

- Virginia Circle;
- Windsor Avenue;
- Roanoke Avenue;
- Verde Lane;
- Earl Drive;
- Cheery Lynn Road
- Flower Street; and
- Mulberry Street.

In addition to the signalized intersections identified above, the intersection of 7th Street and Oak Street has a pedestrian Hawk signal. The pedestrian hawk signal gets activated when pedestrians push the ped actuation button associated with the Hawk signal. When the hawk is activated, the traffic in the north-south directions on 7th Street is stopped. This HAWK will be upgraded to a full signal in the future with the Oak Street Project between 3rd St and SR 51. Evaluation of this signal was not included in the scope of this project.

Figure 2.1 – Vicinity Map



3.0 Relevant Studies

Reversible lanes have been utilized by transportation and traffic engineers for the past 80 years to redirect heavy flows of traffic at certain times of day or during certain occasions. In the late 1970s, Phoenix, Arizona, became one of the first cities to implement reversible lanes to mitigate unbalanced traffic volumes during peak hours. These corridors are typically accompanied by complex roadway signage and multiple traffic lights throughout the corridor. At times, they can provide flexibility in the segment location because the hours of reverse lane operation can be adjusted to better suit the demand of traffic volume.

Reversible lanes have been used to target high directional congestion, mitigate event traffic at stadiums, or in case of emergencies (flood cases for hurricanes). The overall outcomes of reversible lanes should be to, at its maximum efficiency, reduce congestions by borrowing lanes during peak hours, postpone the need to construct additional lanes to meet volume demand, and hasten evacuation during unexpected weather conditions.

Reversible lanes have been most successful on existing roadways with at least two lanes in each direction where the traffic volumes are split, at a minimum of 65 percent in one direction at a given time frame. Reversible lanes are incorporated into existing roadway networks where the initial design of the road previously did not meet the capacity requirements.

In 2007, the Phoenix City Council asked the Street Transportation Department to evaluate the operations of the reversible lanes and analyze project traffic conditions. Concerns arose from business owners along the corridors who expressed that business was negatively impacted due to limited left turn access points during peak hours. For the scope of the study, four alternatives were considered: (1) maintain reverse lane operation (2) remove reverse lanes (3) keep reverse lanes and modify to add overhead flashing beacons or lane control devices and (4) test the removal of the reverse lane on 7th Avenue for one year.

In 2010, the City published a Reverse Lane Study for 7th Avenue and 7th Street. The analysis examined traffic crash history, capacity, and other operational characteristics. The alternatives developed in this study consisted of: maintain reverse lane operations, remove reverse lanes, keep reverse lanes and modify to add overhead flashing beacons or lane control devices, or test removal of reverse lane on 7th Avenue for one year.

Study findings indicated that operations along 7th Avenue and 7th Street were safe compared to similar arterial streets in the central Phoenix area. There was no supporting evidence that crash data differ significantly from surrounding streets. Travel times are relatively the same surrounding alternative northbound and southbound traffic routes. In addition, the reverse lane during peak hour operations carries a substantial amount of traffic on both 7th Avenue and 7th Street. Future growth (from 2007 to present day and future cases) will likely result in increased congestion and travel delays; removal of the reverse lanes could intensify the traffic congestion during peak hours.

4.0 7th Street Overview

4.1 Roadway Characteristics and Infrastructure

7th Street is a six-lane arterial road with posted speeds of 35 mph between McDowell Road and Osborn Road. The roadway consists of two southbound lanes, three northbound lanes, and a reversible lane. The reversible lane operates from McDowell Road to Dunlap Avenue. When the reversible lane is not in operation, the lane is used as a two-way left turn lane.

The reversible lane operates as an additional southbound lane from 6 to 9 AM. Between 4 and 6 PM, the reversible lane operates as an additional northbound lane. At most signalized intersections, northbound and southbound left turns are prohibited during reversible lane operations. During certain hours of operations, northbound and southbound left turns are permitted at signalized intersections. At McDowell Road, left turns are permitted on all approaches. Note that East and West lane configurations do not change during peak or off-peak hours. Left turns in the southbound and northbound directions are generally allowed at unsignalized intersections and to businesses adjacent to the corridor. The lane configurations for the a.m. peak period, p.m. peak period, and off-peak period are shown in **Figure 4.1**.

The Study Area is entirely in the jurisdictions of the City. The City operates and maintains all signalized intersections along this corridor. Between McDowell Road and Osborn Road, the existing land use is primarily commercial/office to the west and residential to the east. In the future, the land use west of 7th Street shifts to mixed use. This shift might reduce auto dependency for travel as the area is served by light rail and transit. The existing and future land use of the Study Area is shown in **Figure 4.2**

Figure 4.1 – Existing Lane Configurations

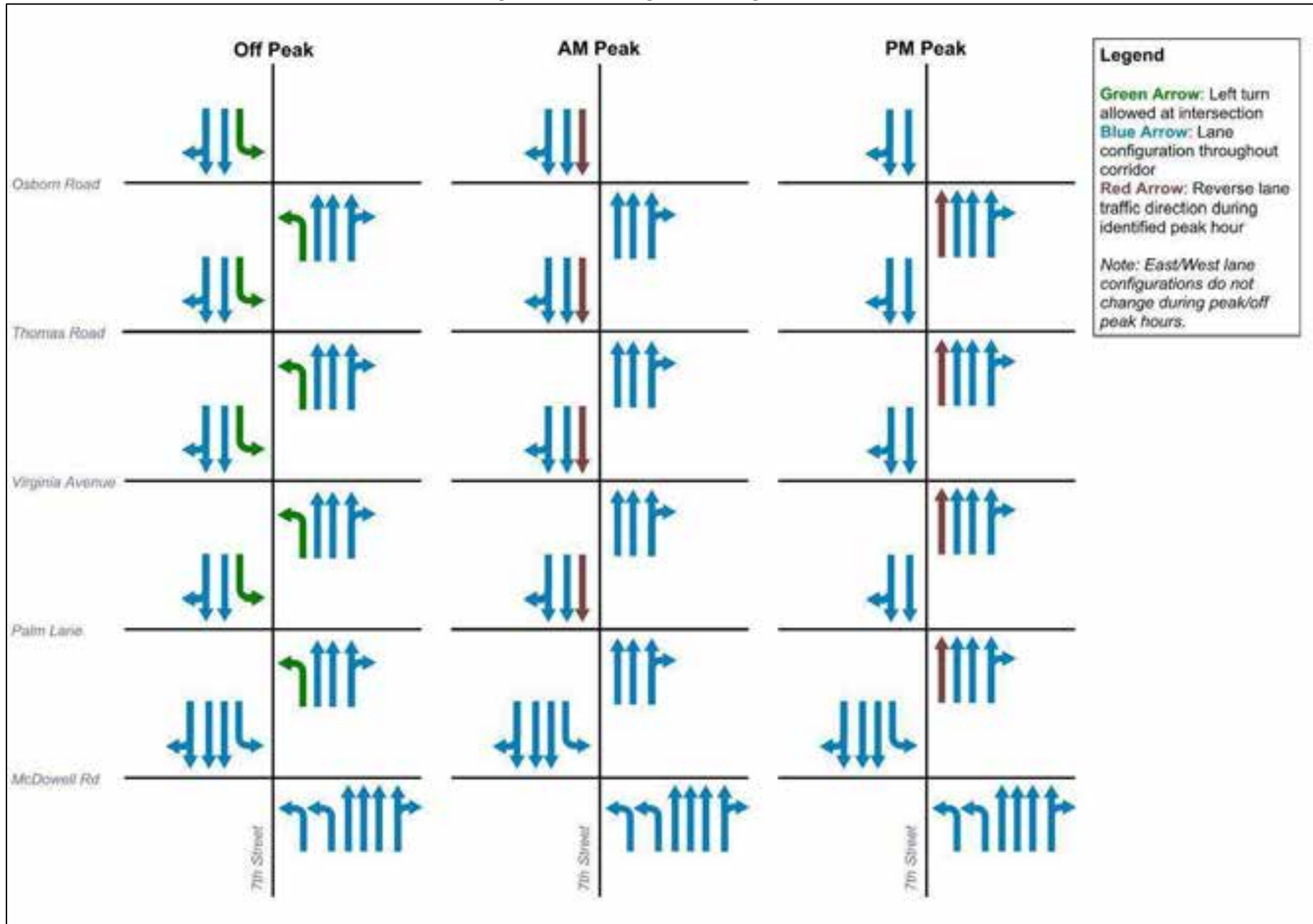
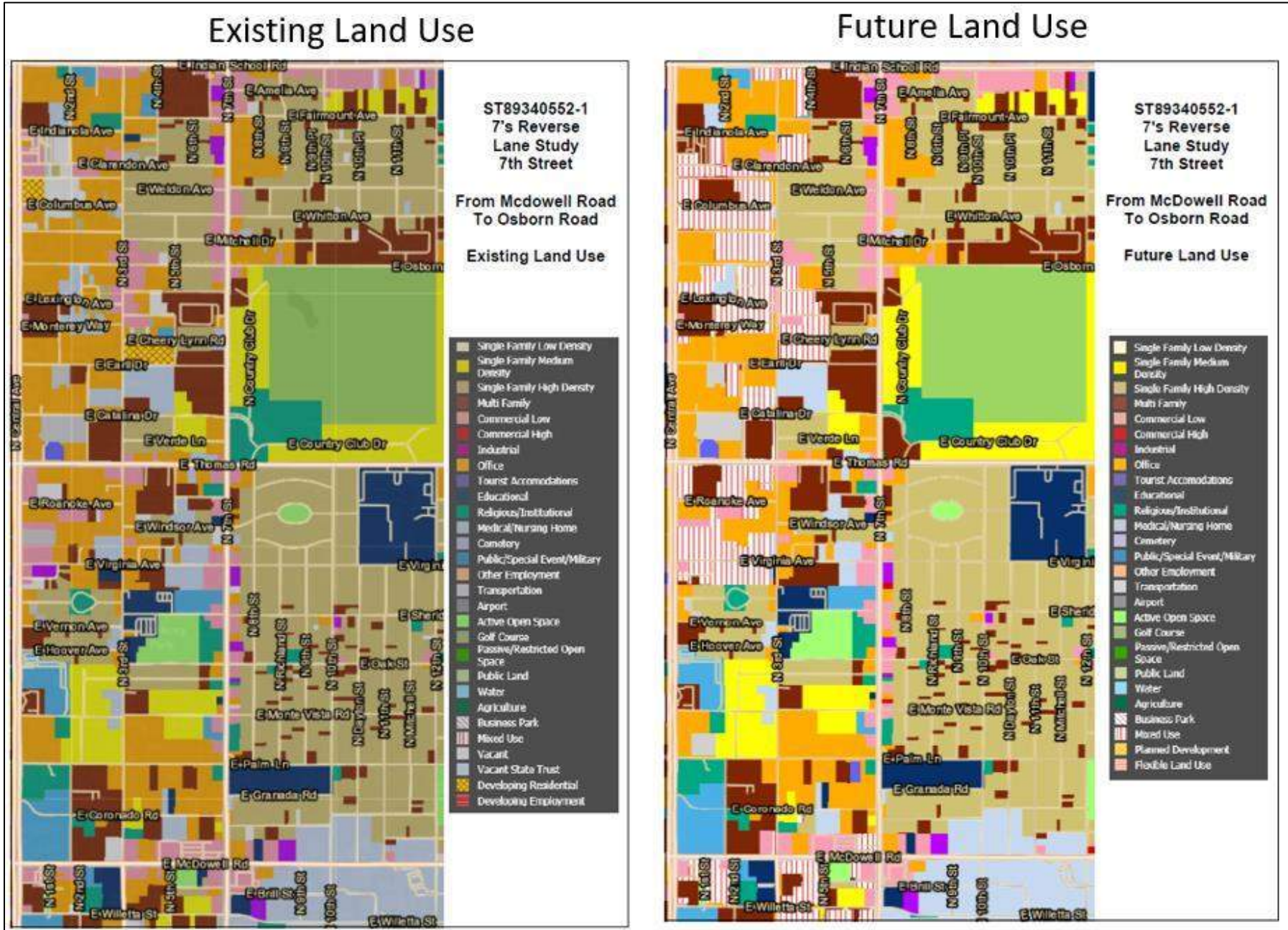


Figure 4.2 – Land Use



4.2. Traffic Signal Timing Plans

Traffic signal timing plans were provided by the City for signalized intersections within the study area. The traffic signal timing plans can be found in **Appendix A**. The plans were used to perform the existing conditions analysis described in **Section 6.2**. Alternate conditions analysis described in **Section 6.2.1** used optimized signal timing plans.

4.3. Traffic Volumes

Existing turning movement count data were collected at five Study Area locations on November 29, 2018. Counts were collected for 6 hours: from 6:30 a.m. to 8:30 a.m., from 11 a.m. to 1 p.m. and from 4 p.m. to 6 p.m. The northbound through movements in the p.m. peak hour are greater than the southbound through movements in the a.m. peak hour. The 2018 peak hour turning movement counts collected for the Study Area are shown on **Figure 4.3**. As mentioned in **Section 4.1**, left turns are prohibited at signalized intersections during the peak periods. However, left turn movements were observed at these locations. These left turn maneuvers reduce the intersection capacity in the peak hours. More detailed traffic count data is included in **Appendix B**.

The turning movement counts were used to derive 24-hour traffic volumes along the corridor. **Figure 4.4** shows the existing AADT for the Study Area corridor.

Existing daily traffic volumes along 7th Street within Study Area extents along the corridor; AADT ranges between approximately 35,000 and 46,7000 vehicles per day. The highest AADT is near McDowell Road. The AADT decreases south to north, as vehicles are further away from Downtown Phoenix. A K-factor of 9.2% was used. The AADT is directionally skewed towards northbound. The corridor experiences two traditional peaks representing commuter traffic and a mid-day peak representing commercial traffic. The time of day distribution by direction of travel is shown in **Figure 4.5**.

Historic data, prior to the shelter-in home orders, was examined from the INRIX database. The posted speed limited along 7th Street is 35 mph. The travel speeds by time and direction of travel are shown in **Figure 4.6**. The graphs depict the average speed during a 24-hour typical weekday case. As shown, the speeds are generally less than that of the posted speed even during off-peak hours. This might be due to narrow lanes and side street friction. In the northbound direction, there is a notable travel speed reduction in the p.m. peak period. In the southbound direction, there is also a notable travel speed reduction in both peak periods.

Figure 4.3 – Existing Turning Movement Counts

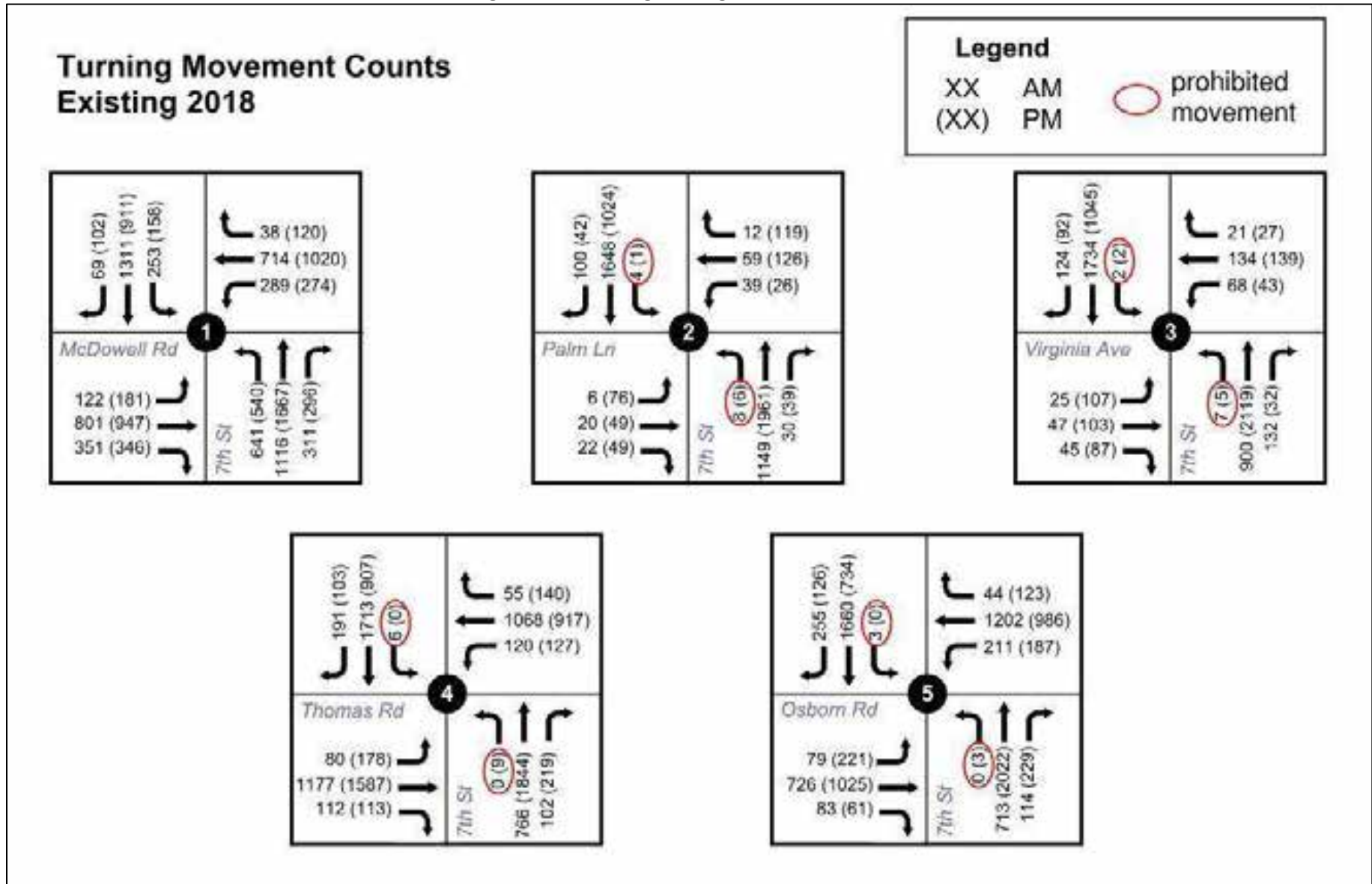


Figure 4.4 – Existing Traffic Volumes

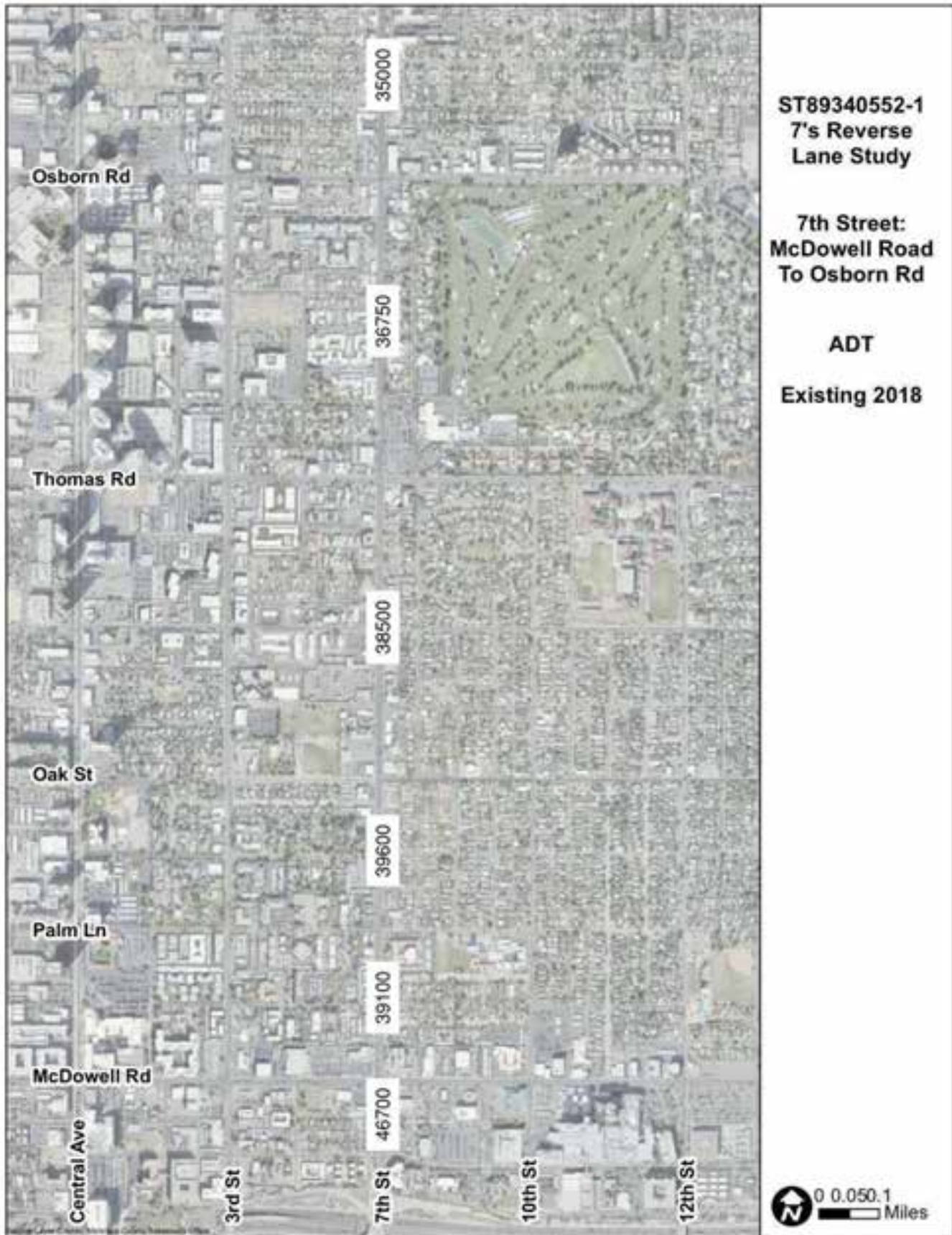


Figure 4.5 – Time of Day Distribution by Direction of Travel

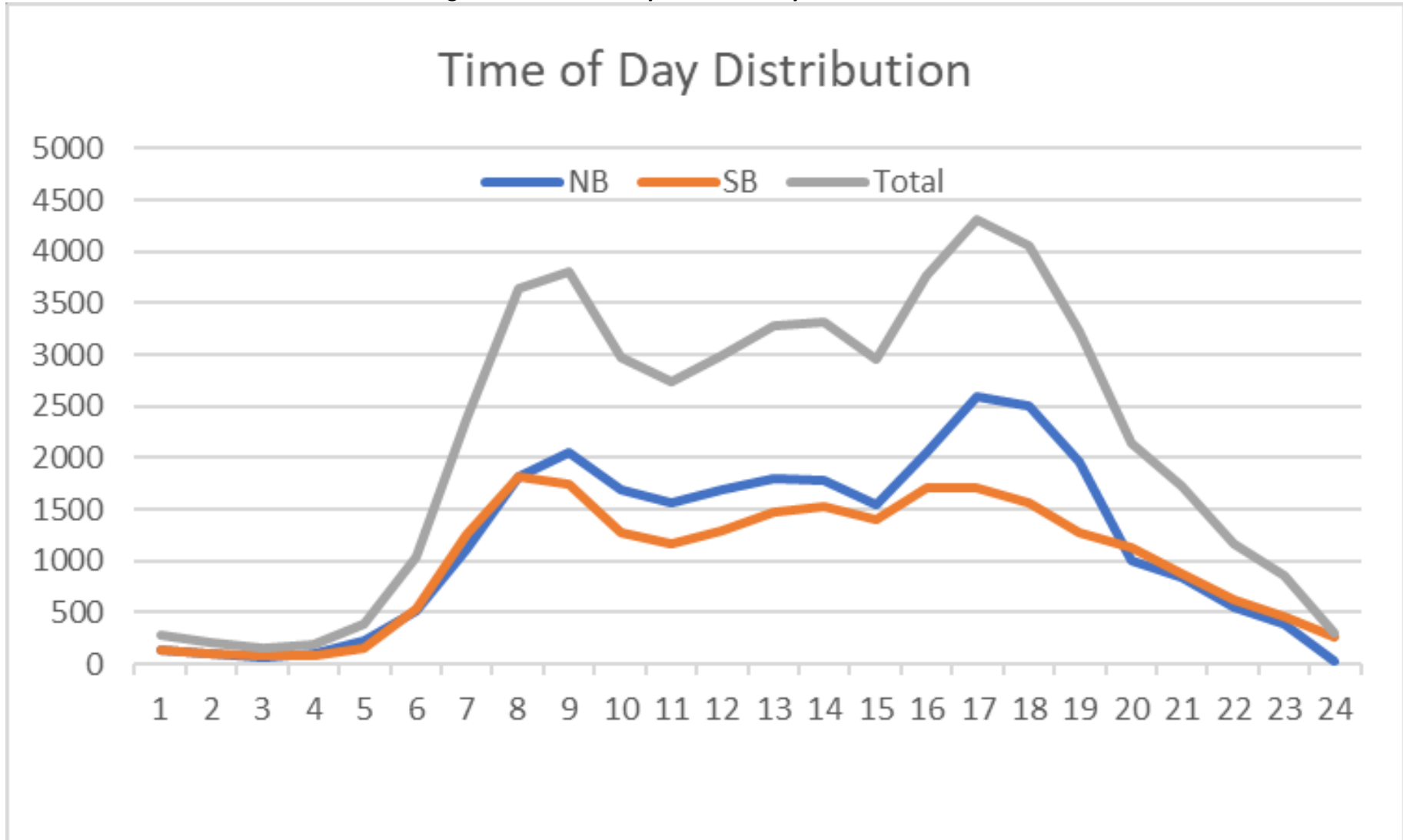
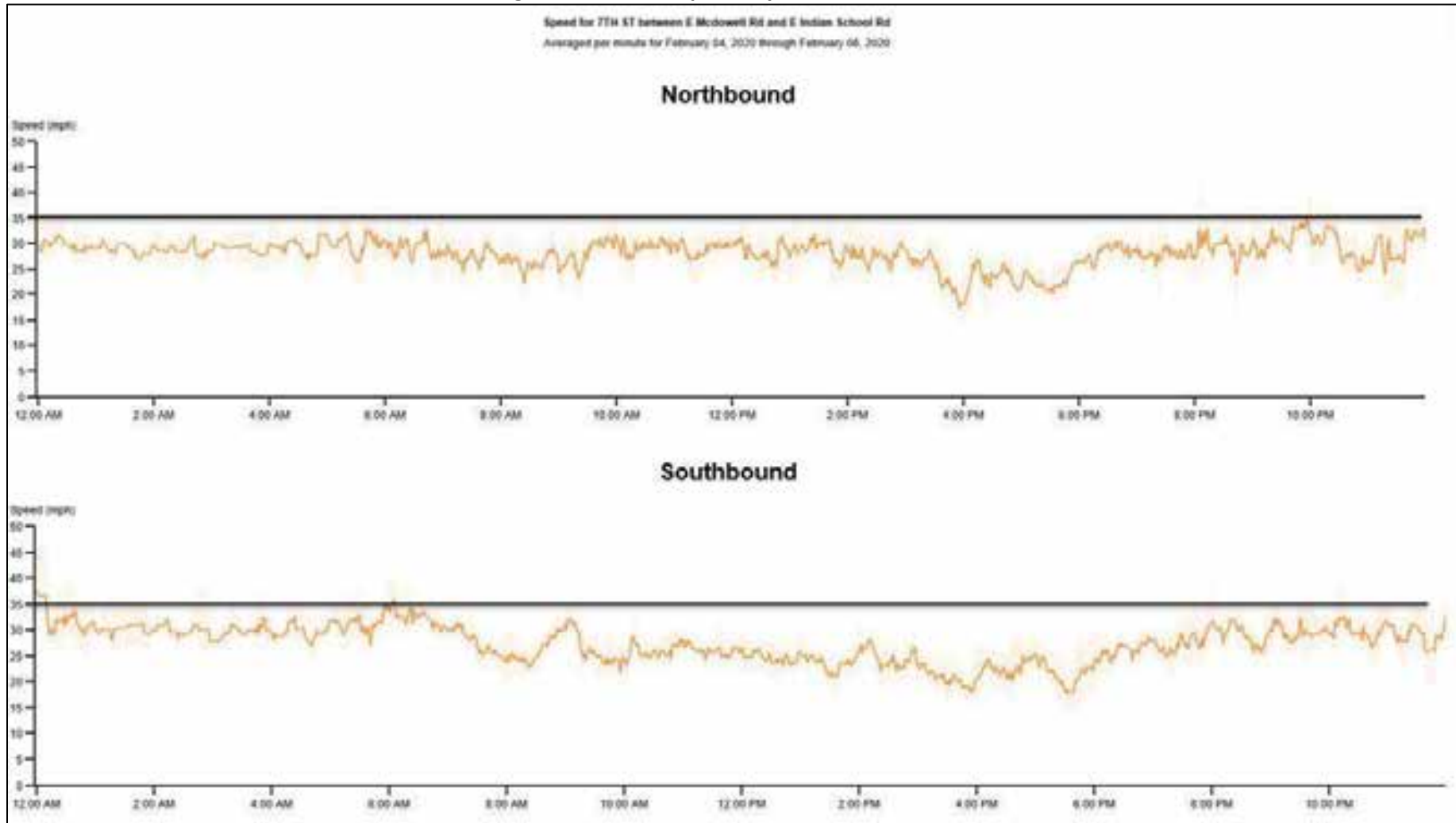


Figure 4.6 – Travel Speeds by Direction of Travel



4.4. Bicycle and Pedestrian Counts

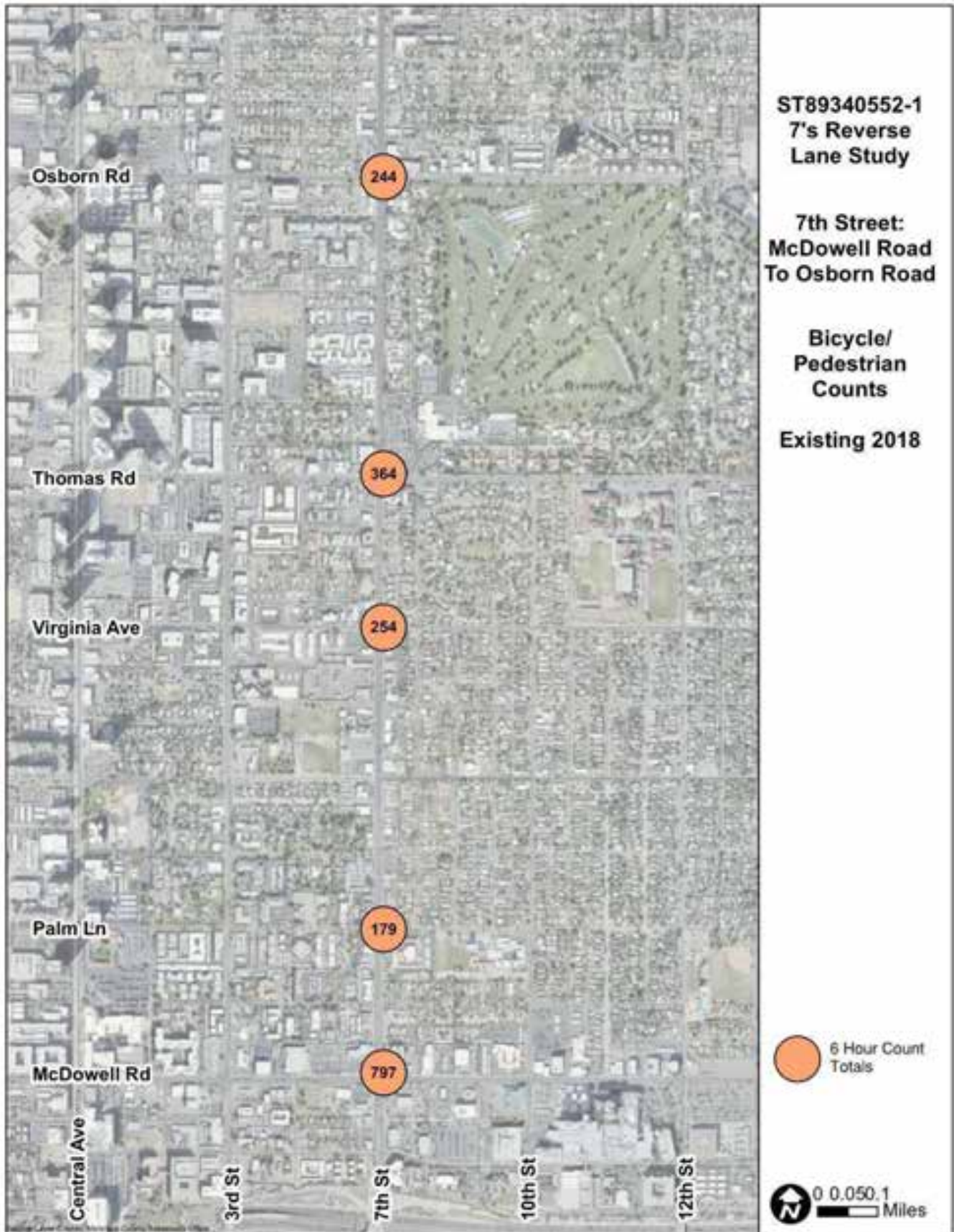
Existing bicycle and pedestrian count data were collected at five Study Area locations on November 29, 2018. Counts were collected for 6 hours: from 6:30 a.m. to 8:30 a.m., from 11 a.m. to 1 p.m. and from 4 p.m. to 6 p.m. The Study Area experiences a high bicycle and pedestrian volume. Frequent pedestrian actuations at signalized intersections reduce vehicular throughput and reduce capacity of the overall intersections. In the study corridor, pedestrian push buttons are available at minor collector streets. Therefore, the high pedestrian demand will not result in reduced capacity due to actuations. Higher peak hour travel demand combined with pedestrian activity increases the potential for pedestrian related crashes in the study area. The 6-hour bicycle and pedestrian counts collected for the Study Area are shown on **Figure 4.7**. Note that the mid-block HAWK at Oak Street will become a fully signalized intersection in the future.

4.5. Transit Service

Bus route 7 operates during weekdays with 20-minute headways in peak periods. The bus route along the Study Corridor primarily has “in lane” bus stops, with a few “pull out” bus stops, as shown in **Table 1**. When a bus stops at an “in lane” bus stop, a lane of traffic is not operational for a few minutes. In that time, the vehicular throughputs are reduced significantly.

Transit Stop Location	NB Stop Location	SB Stop Location
7th Street and McDowell Road	In Lane	Pull Out
7th Street and Granada Road/Palm Lane	In Lane	In Lane
7th Street and Oak Street	In Lane	In Lane
7th Street and Virginia Avenue	In Lane	In Lane
7th Street and Thomas Road	Pull Out	Pull Out
7th Street and Earl Drive	In Lane	In Lane
7th Street and Osborn Road	In Lane	In Lane

Figure 4.7 – Bicycle and Pedestrian Counts



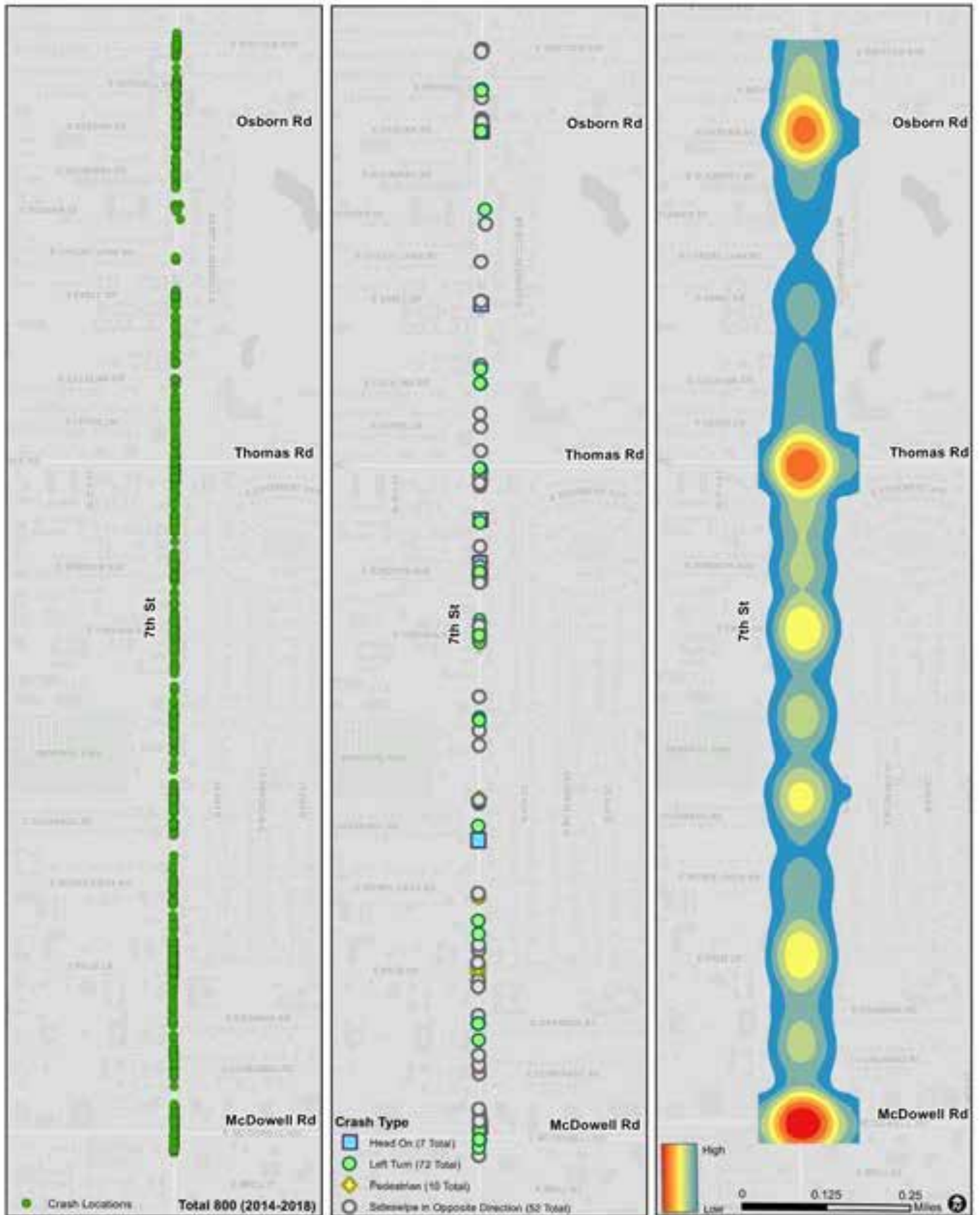
5.0 Crash Analysis

Crash data for the five-year period from January 1, 2014, to December 31, 2018, was obtained from the City database. Within this period, a total of 800 crashes occurred along 7th Street in the Study Area. A map showing the location, crash type, and severity of pedestrian crashes is included as **Figure 5.1**. There is a cluster of crashes at McDowell Road, which includes two fatal crashes and one incapacitating crash (9 crashes total). There are bus stops on all four legs of this intersection.

An analysis of the collision manner along 7th Street indicated a higher percentage of head on, left turn, sideswipe opposite direction. An examination of the crash trends within the Study Area shows:

- 7 Head On Crashes
 - Lack of signs, visibility and driver confusion contribute to head on collisions
- 72 Left Turn Crashes
 - Driver confusion is a likely reason for high left turn crashes
- 52 Side Swipe Opposite Direction Crashes
 - Narrow reversible lane contributes to side swipe crashes in the opposing direction
- 10 Crashes involving Pedestrians
 - Complex navigation stemming from narrow lanes and high pedestrian activity

Figure 5.1 – Reversible Lane Sideswipe Crash Frequency Heat Map



Notes and observations from the field review conducted Friday, March 6, 2020 follow:

General Observations:

The following are general observations:

- Numerous drivers traveling with and against the reversible lane make left-turns.
 - Drivers traveling with the reversible lane were observed using it as a left-turn lane mid-block, which is permitted during the A.M. peak. However, some mid-block intersections prohibit left turns, and the signage is posted near to the reversible lane signage.
 - Drivers traveling against the reversible lane made mid-block left-turns either from the through lane (adjacent to the reversible lane) or from the reversible lane. No left-turn signs were often clearly visible.
- Queued vehicles waiting behind a vehicle turning left often change lanes to continue driving.
- Little separation between reversible through lane and opposing traffic.



Photo 1 – Driver Turning Left from Opposing Through Lane (Northbound)



Photo 2 – Driver Turning Left from Opposing Through Lane (Southbound)

6.0 Existing Traffic Analysis

Existing traffic patterns for the Study Area and several subareas were assessed using a combination of methodologies and software. A Synchro (Version 10.0) model, a microsimulation model, and a macrosimulation model were developed for the Study Area to provide a complete description of traffic patterns within the Study Area for existing and alternative scenarios. The analysis methodology, models, and results of the traffic analyses are described in this section.

6.1. Methodology

MAG travel demand model information was obtained for the Study Area for the existing conditions. The data provided the Origin-Destination (OD) data needed to model the Study Area microscopically and macroscopically. OD data, contained in a matrix format, has the number of trips for a specified time period expected between each possible origin zone and destination zone in the Study Area network. The macroscopic model was calibrated with existing traffic counts and the Study Area network was modeled for existing and alternate conditions to identify circulation and intersection turning movement volumes.

6.1.1. MAG Travel Demand Model

A TDM is often referred to as a “regional” model because the roadway network it represents typically spans multiple jurisdictions. TDMs are extensively calibrated and rooted in survey-informed population, employment, and socioeconomic data which influence trip generation and mode choice. Calibration is the process by which the model is fine-tuned against actual count data to improve accuracy.

The Study Area lies completely within the MAG TDM. MAG TDM data representing the model network within the Study Area and OD matrices with travel data for 24-hour, a.m., p.m., and mid-day peaks for existing year conditions were used in this Study. Travel data in the OD matrices reflects how many vehicles are entering and exiting the network, where they are entering and exiting, and their origin or destination within the network, if applicable.

6.1.2. Microsimulation Model

A microsimulation model was developed for the project Study Area using PTV Vissim (Vissim) software to provide a detailed assessment of traffic circulation patterns in the Study Area. The microsimulation model was developed to supplement the result from Synchro analysis and to redistribute traffic using Dynamic Assignment procedures when the reversible lanes are eliminated. Detailed microsimulation model methodologies will be included in the project report for the overall study.

6.1.3. Origin Destination Analysis

Much of the mobility-related information necessary to support the analysis of the 7th Street and 7th Avenue reversible lanes comes from the regional travel demand model developed and maintained by MAG. Travel demand models assign regionally generated household trips to transportation network using a variety of assignment procedures. Link capacities, travel times and model measured congested travel times are used to find the best path between each origin destination pair. The total travel demand for an Origin-Destination pair can be assigned to multiple paths connecting them. The final converged assignment in the model usually aims to arrive at user equilibrium where the perceived travel times between the different paths are in equilibrium and no user (driver) can improve their travel time by shifting to a different path.

The MAG regional model does not specifically model the reversible lanes on 7th Street and 7th Avenue. Therefore, the directional capacities and turning movement restrictions in the peak periods are not exclusively modeled. While this approach is imperfect at a local level, at a regional level it allows the identification of travel demand on 7th Street and 7th Avenue.

Sub-areas for the focus area comprising of both 7th Street and 7th Avenue were extracted from the regional model.

Major findings for the Study area for the initial study (this study) are reported below:

- Travel demand is the highest on 7th Street compared to parallel corridors of 16th Street, 3rd Street, 7th Avenue and 19th Avenue
- Indian School Road and Thomas Road have more travel demand compared to McDowell Road and Osborn Road

Origin destination analysis of traffic using 7th Street in this Study area indicates the following:

- Southbound and northbound left turning movements, if allowed, at Thomas Road and Osborn Road will result in a shift of turning movement volumes from the intersection of McDowell Road and 7th Street
- The expected turning movement volume at Thomas Road is higher than the expected turning movement traffic at Osborn Road
- The overall travel demand on 7th Street will not see a decrease as a result of elimination of reversible lane
 - Much of traffic using this stretch of traffic is either near the origin or destination requiring the traffic to be on this stretch of the study area
 - There is no notable redistribution of traffic as a result of eliminating the reversible lane

6.1.4. Synchro Model

A Synchro (Version 10.0) model was developed to provide a LOS analysis of Study Area intersections. The following sections discuss the LOS analysis process and the factors that determine LOS.

6.1.4.1. Level of Service Analysis

LOS is a qualitative measure of how well an intersection or roadway segment operates on a graded scale of A (best) to F (worst). LOS considers a variety of factors, including stability of traffic flow, opportunity for passing, and driver comfort. Operations of LOS D and better are typically considered good and acceptable in urban settings. Operations of LOS E or F typically need attention. **Figure 6.1** provides a visual example of the LOS grading scale.

For the purpose of intersection analysis, LOS is determined using the total delay, in seconds, of vehicles which approach the intersection over the course of one traffic signal cycle. Intersections within the Study Area were analyzed using the LOS thresholds shown in **Table 2** and **Table 3** for signalized and unsignalized intersections, respectively.

Table 2 – LOS Thresholds for Signalized Intersections	
Control Delay (s)	Level of Service
<= 10 seconds	A
10-20 seconds	B
20 – 35 seconds	C
35-55 seconds	D
55- 80 seconds	E
> 80 seconds	F

Table 3 – LOS Thresholds for Unsignalized Intersections	
Control Delay (s)	Level of Service
<= 10 seconds	A
10-15 seconds	B
15 – 25 seconds	C
25-35 seconds	D
35- 50 seconds	E
> 50 seconds	F

Figure 6.1 – LOS Grading Scale



Level of Service A: Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.



Level of Service D: High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.



Level of Service B: Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.



Level of Service E: Unstable flow at or near capacity levels with poor levels of comfort and convenience.



Level of Service C: Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.



Level of Service F: Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

Source: <http://www.virginiadot.org/projects/resources/LOS-defined.pdf>

The LOS analysis was conducted using Synchro’s built-in methodology. While Highway Capacity Manual (HCM) 6th edition methodology is most commonly used to assess intersection LOS, it cannot assess intersections with unique signal timing and geometric configurations. To allow for similar comparison between intersections and because multiple intersections within the Study Area have unique signal timing and/or geometric configurations, the built-in Synchro methodology was used.

6.1.4.2. Intersection Geometry

Lane configuration, the number of lanes allocated to through and turning movements for each intersection approach, is one key determinant of intersection LOS. The existing conditions Synchro model of the Study Area was developed using aerial imagery.

Lane configurations for the alternate conditions utilized the existing conditions network, which was modified to analyze the four scenarios.

6.2. Existing Conditions Analysis Results

In general, the existing Study Area network performs at an acceptable LOS in both the a.m. and p.m. peak hours. An acceptable LOS is defined as LOS D or better. Roadway segments and intersections have enough capacity to serve the existing traffic demand. Intersections that do not perform at an acceptable LOS include 7th Street and McDowell Road in the a.m. peak period. At 7th Street and Osborn Road there are movement failures. The existing capacity analysis results for the a.m. and p.m. peaks are shown in **Table 4**. The Synchro reports are included in **Appendix C** for the existing condition.

Table 4 – Existing Capacity Analysis Results			
Intersection	Approach	a.m. Peak Hour	p.m. Peak Hour
		LOS	LOS
McDowell Road	Overall	F	D
Palm Lane	Overall	A	A
Virginia Avenue	Overall	A	B
Thomas Road	Overall	D	D
Osborn Road	Overall	D	D

6.2.1. Alternate Configuration

An alternate configuration capacity analysis was performed for the project area in Synchro and Vissim to assess the intersection operations. Traffic volumes for the alternatives were derived by adjusting the existing traffic volumes using the origin-destination patterns under different intersection and corridor configurations. In general, these volumes are not substantially different from the existing volumes; the through volumes are less than the existing through volumes and left turn volumes are greater than zero. Details of alternative configuration traffic volumes are included in the Synchro summaries in the Appendix. All alternatives for the project area generally aim to remove the reversible lane operation from McDowell Road to Osborn Road.

Scenario 1 is a seven-lane cross-section with center turn lane. Scenario 2 is a five-lane cross-section with center turn lane. Scenario 3 and Scenario 4 are a six-lane cross-section. Scenario 3 gives more capacity to the northbound movements with three northbound and two southbound lanes and left turn at every intersection (no peak hour reverse lane). Scenario 4 gives more capacity to the southbound movements with a three southbound and two northbound lanes and left turn at every intersection (no peak hour reverse lane).

The same heavy vehicle percentages, peak hour factors, and pedestrian and bicyclist counts used for the existing analysis was incorporated into the alternative configuration scenarios. Timing plans were optimized at the signalized intersections within the Study Area. The HCM-based Synchro reports are included in **Appendix D** for all alternate configurations.

The a.m. and p.m. peak capacity analysis results for Scenario 1 are summarized in **Table 5**.
 The a.m. and p.m. peak capacity analysis results for Scenario 2 are summarized in **Table 6**.
 The a.m. and p.m. peak capacity analysis results for Scenario 3 are summarized in **Table 7**.
 The a.m. and p.m. peak capacity analysis results for Scenario 4 are summarized in **Table 8**.

Cells colored orange indicate LOS E; cells colored red indicate LOS F.

The following key points summarize the intersection operations under the different scenarios.

1. Scenario 1 - Seven-lane cross-section with center turn lane. This scenario provides similar capacity to both directions and allows left turn movements at all intersections. It will require expensive right-of-way acquisition and utility relocation. Even with increase intersection capacity, this scenario does not result in acceptable operations at all intersections analyzed in the study.
2. Scenario 2 - Five-lane cross-section with center turn lane. This scenario reduces the corridor capacity, increases lane widths to the standard 12-foot lanes and allows left turns at every intersection. This scenario was developed to identify if reduction in intersection/corridor capacity diverts traffic to other parallel routes. This was not the case based upon origin-destination analysis conducted for the study. With reduced intersection and corridor capacity, the corridor operations deteriorate significantly. There will be no right-of-way impacts for this Scenario.
3. Scenario 3 – Six-lane cross-section with four northbound lanes and 2 southbound lanes and left turn lane at each signalized intersection. This scenario provides more capacity to the northbound direction throughout the day and allows left turn movements at the intersections. This option results in intersection operational failures at the intersection of 7th Street and Osborn Road. Improving operations at this intersection would need widening of Osborn Road to give more green time to 7th Street in the peak hours.
4. Scenario 4 – Six-lane cross-section with four southbound lanes and 2 northbound lanes and left turn lane at each signalized intersection. This scenario provides more capacity to the southbound direction throughout the day and allows left turn movements at the intersections. This option results in intersection operational failures at the intersections of 7th Street and Osborn Road and at the intersection of 7th Street and Thomas Road. Improving operations at these intersections would need widening of Osborn Road and Thomas Road to give more green time to 7th Street in the peak hours.

Table 5 – Option 1 Capacity Analysis Results			
Intersection	Approach	a.m. Peak Hour	p.m. Peak Hour
		LOS	LOS
McDowell Road	Overall	D	D
Palm Lane	Overall	A	B
Virginia Avenue	Overall	B	B
Thomas Road	Overall	D	E
Osborn Road	Overall	E	E

Table 6 – Option 2 Capacity Analysis Results			
Intersection	Approach	a.m. Peak Hour	p.m. Peak Hour
		LOS	LOS
McDowell Road	Overall	D	E
Palm Lane	Overall	A	C
Virginia Avenue	Overall	B	C
Thomas Road	Overall	E	F
Osborn Road	Overall	F	F

Table 7 – Option 3 Capacity Analysis Results			
Intersection	Approach	a.m. Peak Hour	p.m. Peak Hour
		LOS	LOS
McDowell Road	Overall	D	D
Palm Lane	Overall	A	B
Virginia Avenue	Overall	B	B
Thomas Road	Overall	F	D
Osborn Road	Overall	F	E

Table 8 – Option 4 Capacity Analysis Results			
Intersection	Approach	a.m. Peak Hour	p.m. Peak Hour
		LOS	LOS
McDowell Road	Overall	D	D
Palm Lane	Overall	D	C
Virginia Avenue	Overall	B	B
Thomas Road	Overall	B	F
Osborn Road	Overall	D	F

6.2.2. Right of Way Constraints

The existing right-of-way (ROW) along the Study Corridor was analyzed to determine the physical capacity 7th Street has. Utilities along the corridor are very close to the roadway, such as the 69kV poles. In some locations these poles encroach onto the sidewalks. If widening is considered, prior rights of the utilities would need to be addressed.



Photo 3 – Utility Constraints

6.2.2.1. Widening for Left Turn Lanes

The existing roadway footprint along the corridor is approximately 63 feet wide, as shown in **Figure 6.2**. All travel lanes are approximately 10 feet wide and the outermost lanes are approximately 11 feet wide. The lanes all meet or almost meet the minimum width requirement for travel lanes, which is 10 feet.

Other constraints include ROW acquisition of landscaped areas, commercial properties, residential properties, undeveloped parcels, and parking lots. Several 69kV poles would need to be repositioned. In addition, curb ramps and driveways would need to be reconstructed.

Widening of the roadway at signalized intersections to accommodate turn lanes would necessitate costly ROW acquisitions.

Figure 6.2 – Existing Roadway Footprint and Lane Widths



6.2.2.2. Bus Bays

The corridor was analyzed to determine where bus bays would be feasible. Most of the bus bay locations would require ROW acquisition, relocation of a 69 kV pole, and reconstruction of a driveway.

Figure 6.3 shows the feasibility of bus bays and their ROW impacts. Bus bays were drawn in according to MAG standard detail 252, with an attached five-foot wide sidewalk. City of Phoenix standard details P1256-1 and P1256-2 for bus bays both have a slightly larger footprints than MAG standard detail 252, so these figures may be taken as a best-case scenario in terms of minimizing right-of-way and utility impacts.

7.0 Summary

This study reviewed traffic operations associated with the existing reversible lane configuration as well as four alternatives. Based on the analyses, the existing reversible lane configuration is the only concept that performs at an acceptable level of service. No other alternative performed as well as the existing configuration. In addition, each alternative would require infeasible and/or expensive property acquisitions.

Field reviews and available traffic counts suggest that the lane utilization of the reversible lane is less than the utilization of the normal through lanes. Lane utilization of the reversible lanes can be achieved by improving sign visibility and enforcements. This will significantly improve the through volume capacity and vehicular safety in the study area.

Key findings from the four scenarios analyzed are included below:

1. Scenario 1 - Seven-lane cross-section with center turn lane. This scenario provides similar capacity to both directions and allows left turn movements at all intersections. It will require expensive right-of-way acquisition and utility relocation. Even with increase intersection capacity, this scenario does not result in acceptable operations at all intersections analyzed in the study.
2. Scenario 2 - Five-lane cross-section with center turn lane. This scenario reduces the corridor capacity, increases lane widths to the standard 12-foot lanes and allows left turns at every intersection. This scenario was developed to identify if reduction in intersection/corridor capacity diverts traffic to other parallel routes. This was not the case based upon origin-destination analysis conducted for the study. With reduced intersection and corridor capacity, the corridor operations deteriorate significantly. There will be no right-of-way impacts for this Scenario.
3. Scenario 3 – Six-lane cross-section with four northbound lanes and 2 southbound lanes and left turn lane at each signalized intersection. This scenario provides more capacity to the northbound direction throughout the day and allows left turn movements at the intersections. This option results in intersection operational failures at the intersection of 7th Street and Osborn Road. Improving operations at this intersection would need widening of Osborn Road to give more green time to 7th Street in the peak hours.
4. Scenario 4 – Six-lane cross-section with four southbound lanes and 2 northbound lanes and left turn lane at each signalized intersection. This scenario provides more capacity to the southbound direction throughout the day and allows left turn movements at the intersections. This option results in intersection operational failures at the intersections of 7th Street and Osborn Road and at the intersection of 7th Street and Thomas Road. Improving operations at these intersections would need widening of Osborn Road and Thomas Road to give more green time to 7th Street in the peak hours.

8.0 Recommendation

Study recommendations based on the associated analyses are to maintain the existing configuration with targeted improvements. Field reviews and available traffic counts suggest that the lane utilization of the reversible lane is less than the utilization of the normal through lanes. Lane utilization of the reversible lanes can be achieved by improving sign visibility and enforcements This will significantly improve the through volume capacity and vehicular safety in the study area. These improvements and other reversible lane operational improvement strategies will be discussed in the final study report for reversible lanes analysis on 7th Street and 7th Avenue.

Appendix A

Traffic Signal Timing Plans



Intersection: MCDOWELL @ 7 ST	
Controller ID: 107.2	Channel: 514
System: TransCore TransSuite TCS	
Controller Type: Econolite ASC/2	
TransCore Unified Controller Manager 18.2.1	
Drop	15

Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	5	15	5	15	5	15	5	15	0	0	0	0
Walk	0	11	0	9	0	11	0	9	0	0	0	0
Ped Clear	0	21	0	18	0	21	0	18	0	0	0	0
Yellow Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	1.0	1.7	1.0	2.0	2.3	1.7	0.0	0.0	0.0	0.0
Passage (VEH EXT)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0
Maximum1	25	35	25	30	25	35	30	35	0	0	0	0
Maximum2	10	45	15	40	50	45	50	40	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Option Data/Flash Data*	EP, NLDM	EP, ENTRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, EXITRF, NAL, NLDM, PR, DEP, RIW	EP	EP, ENTRF, NAL, NLDM, PR, DEP, RIW	EP, NLDM	EP, EXITRF, NAL, NLDM, PR, DEP, RIW	NLDM	NLDM	NLDM	NLDM
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup	redClear				redClear							
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	12	55	12	55	15	55	15	55
Passage 2 (VEH EXT2)	30	10	30	10	40	10	40	10
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	4	6	7	11	16
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	4,8	4,8	4,8	2,6	4,8	4,8
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	135	100	150	150
Match	0	0	0	0	0	0
Offset Time	56	43	31	82	56	75
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	18	20	22	23	42
Alt Sequence	NONE	NONE	NONE	NONE	NONE
Coord Phase	4,8	4,8	4,8	4,8	2,6
Cross Phase	0	0	0	0	0
Cycle Time	120	135	135	135	135
Match	0	0	0	0	0
Offset Time	56	60	56	60	60
Pedestrian Call	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false
Spare	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0
Split Ext1	0	0	0	0	0
Split Ext2	0	0	0	0	0
Veh Perm1	2	2	2	2	2
Veh Perm2	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE

Split Times

Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	13	42	22	43	17	38	28	37	0	0	0	0
PATTERN 4	14	41	15	50	17	38	32	33	0	0	0	0
PATTERN 6	14	48	15	58	22	40	32	41	0	0	0	0
PATTERN 7	13	38	16	33	13	38	16	33	0	0	0	0
PATTERN 11	16	52	28	54	28	40	32	50	0	0	0	0
PATTERN 16	18	42	25	65	22	38	35	55	0	0	0	0
PATTERN 18	16	43	20	41	21	38	28	33	0	0	0	0
PATTERN 20	15	42	23	55	18	39	32	46	0	0	0	0
PATTERN 22	12	49	12	62	24	37	15	59	0	0	0	0
PATTERN 23	15	46	12	62	12	49	24	50	0	0	0	0
PATTERN 42	14	56	15	50	17	53	32	33	0	0	0	0

NIC Parameters								
Step Num	1	2	3	4	5	11	12	13
Day Prgm	1	1	1	1	1	2	2	2
Start Time	00:00	05:00	09:00	14:30	18:30	00:00	06:00	22:30
Coord Ptn	7	11	7	4	7	7	7	7
Override	false	false	false	false	false	false	false	false

TOD Data

TOD Step	1	2	3	4	5	6
Day Prgm Num	1	1	1	1	1	2
Start Time	00:00	06:00	09:00	15:00	18:30	00:00
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	NONE	4,7	NONE	NONE	NONE	NONE
Max3 Enable	NONE	NONE	NONE	4	NONE	NONE
Options	NONE	AVE	NONE	AVE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7	4,5,7
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

*Options 1 Definition:

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

**Special Function Options

4 - CNA1

5 - Walk Rest

7-Pretimed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2	3	4	5	6	7
Alarms	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	1	3	3	5	5	7
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Erratic Counts	0	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fail Time	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0
Options	P	P	P	P	P	P	P
Queue Limit	0	0	0	0	0	0	0
Report Alarms	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0

Det Number	8
Alarms	NONE
Call Phase	7
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:	EOF - Erratic Output Fault	CF - Configuration Fault
NAF - No Activity Fault	CF - Communications Fault	OF - Other Fault
MPF - Max Presence Fault		
Options:	RLC - Red Lock Call	Q - Queue
VD - Volume Det	P - Passage	C - Call
OD - Occupancy Det	AI - Added Initial	
YLK- Yellow Lock Call		

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	5	6	7	8
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	0							

Preempt Data

Preempt Num	Preempt 3	Preempt 4	Preempt 5	Preempt 6
Link	0	0	0	0
Delay Time	0	0	0	0
Duration Time	0	0	0	0
Inhibit Time	0	0	0	0
Max Time	0	0	0	0
Term Ovlp	NONE	NONE	NONE	NONE
Term Overlaps	NONE	NONE	NONE	NONE
Min Ped Clear	0	0	0	0
Min Green	1	1	1	1
Min Yellow	0.0	0.0	0.0	0.0
Min Red	0.0	0.0	0.0	0.0
track Clear	NONE	NONE	NONE	NONE
Track Clear	0	0	0	0
Track Clear	0.0	0.0	0.0	0.0
Track Clear	0.0	0.0	0.0	0.0
Min Hold Time	8	8	8	8
Hold Phases	2,6	4,8	2,6	4,8
Hold Yellow	0.0	0.0	0.0	0.0
Hold Red	0.0	0.0	0.0	0.0
Out Of Flash	red	red	red	red
Hold Time	5	5	5	5
Exit Calls	4,8	2,6	4,8	2,6
Exit Max	0	0	0	0
Exit Phases	4,8	2,6	4,8	2,6
Options 1	A	A	A	A
Options 2	NONE	NONE	NONE	NONE

***Options 1 Definition:**

A - Active	PA - Ped Active
DL - Detector Lock	PCY - Ped Clear Through Yellow
HF - Hold/Flash	PD - Ped Dark
P - Priority	ZPCT - Zero Ped Clear Time

****Options 2 Definition:**

AODH - Active Only During Hold	NCVMF - No CVM in Flash
DOF - Don't Override Flash	TOASAP - Terminate Overlap ASAP
EMPT - Enable Max Preempt Time	TP - Terminate Phases
FAO - Flash All Output	YRGG - Yellow-Red Goes Green
FFGH - Fast Flash Green on Hold	

Notes

Intersection: Mcdowell & 7 St ID#: 107 Date Signalized: 12/31/1939 Timing Install Date: 02/26/2018 Time: 15:49 hrs Record# 11

Ring Structure:

1 2 | 3 4
5 6 | 7 8

Intersection Measurements:

NORTH LEG - W: 84 FT
EAST LEG - W: 74 FT
SOUTH LEG - W: 101 FT
WEST LEG - W: 84 FT

Measurements for FDW and WLK times: Use 4.0 ft p/sec for FDW.

N/S LEGS - FDW: 90 FT, WLK: 96 FT
E/W LEGS - FDW: 110 FT, WLK: 111 FT

Phasing:

PHASE 1 - EAST TO NORTH, 3-Car:P/P PHASE 5 - WEST TO SOUTH, 3-Car:P/P
PHASE 2 - WESTBOUND, N-LEG PED PHASE 6 - EASTBOUND, S-LEG PED
PHASE 3 - SOUTH TO EAST, 3-Car:P/P PHASE 7 - NORTH TO WEST, Pres:P
PHASE 4 - NORTHBOUND, E-LEG PED PHASE 8 - SOUTHBOUND, W-LEG PED

I/S Information:

MAIN STREET IS E/W (MCDOWELL), PHASES 2/6. FLASH: ALL RED.
PHASE 7 IS A DUAL LANE PROTECTED ARROW.
PHASE 5 & 7 MAX 2 TIMES ARE FOR FREEWAY DETOURS WITH VEH EXT 2.

Special Programming:

DO NOT MAX INHIBIT. PRETIMED ALL HOURS. COORD TRANSITION MODE: ADD-ONLY.
CALL MAX 2 FOR PHASES 4 & 7 FOR ALL DIAL 2 TIMES AND USE A.V.E MON-FRI.
CALL MAX 2 FOR PHASE 3 FOR ALL DIAL 3 TIMES AND USE A.V.E MON-FRI.
RUN MAX 2 WITH DIALS 13 & 14.

Special Recall Programming:

DURING THE LOSS OF ALL DETECTION OF PHASE 5: 8 SECOND MIN RECALL
AND CALL MAX 3 WITH MAX RECALL PHASE 5 FROM 0600-2100.
DURING THE LOSS OF ONE LANE DETECTION FOR THE N-W ARROW, USE 8 SECONDS MIN RECALL
AND USE 5 SECONDS FOR THE VEH EXTENSION TIME.

EVP and Strobecom Settings: Install Date: 02/28/2007

WESTBOUND - PREEMPTOR 3

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 1852

NORTHBOUND - PREEMPTOR 4

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 2414

EASTBOUND - PREEMPTOR 5

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 1852

SOUTHBOUND - PREEMPTOR 6

Strobecom Unit: Delay Time: 0 Max Call Time: 120 Extension Time: 2 Activation Distance (feet): 1852

Detector/Confirmation Light Locations:

WB DETECTOR - ON WB MASTARM BETWEEN INSIDE HEAD AND POLE.
WB LIGHT - ON WB MASTARM BETWEEN INSIDE HEAD AND POLE.

EB DETECTOR - ON EB MASTARM BY INSIDE HEAD.
EB LIGHT - ON EB MASTARM BY INSIDE HEAD.

NB DETECTOR - ON NB MASTARM BY INSIDE HEAD.
NB LIGHT - ON NB MASTARM BY INSIDE HEAD.

SB DETECTOR - ON SB MASTARM BETWEEN INSIDE HEAD AND POLE.
SB LIGHT - ON SB MASTARM BETWEEN INSIDE HEAD AND POLE.

RECORD 11:

11-updated min grn, lt red clrs, ped times, adjusted dial splits to fit new min split times.

Other information and equipment installed at I/S:

Camera:NWC Radio:NWC Fiber: EVP: X Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection:	PALM LN @ 7 ST		
Controller ID:	99.2	Channel:	514
System:	TransCore TransSuite TCS		
Controller Type:	Econolite ASC/2		
TransCore Unified Controller Manager 18.2.1	Drop	10	



Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	15	5	0	0	0	0	0	0	0	0	0	0
Walk	8	8	0	0	0	0	0	0	0	0	0	0
Ped Clear	5	13	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.6	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	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	40	40	0	0	0	0	0	0	0	0	0	0
Maximum2	50	15	0	0	0	0	0	0	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Option Data/Flash Data*	EP, ENTRF, NAL, NLD, PR, RIW	EP, EXITRP, NLD, NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	30	30	30	30	30	30	30	30	30	30
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLD - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	60	20	0	0	0	0	0	0
Passage 2 (VEH EXT2)	10	30	0	0	0	0	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	4	7	10	13	20
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1	1	1
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	100	94	90	120
Match	0	0	0	0	0	0
Offset Time	76	63	59	70	10	44
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	21
Alt Sequence	NONE
Coord Phase	1
Cross Phase	0
Cycle Time	120
Match	0
Offset Time	75
Pedestrian Call	NONE
Phase Omit	NONE
Phase Reserv	false
Spare	0
Spl Dmd Ptn1	0
Spl Dmd Ptn2	0
Split Ext1	0
Split Ext2	0
Veh Perm1	2
Veh Perm2	0
Veh Perm Disp	0
Vehicle Call	NONE
Max Veh Call	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	85	35	0	0	0	0	0	0	0	0	0	0
PATTERN 4	88	32	0	0	0	0	0	0	0	0	0	0
PATTERN 7	65	35	0	0	0	0	0	0	0	0	0	0
PATTERN 10	59	35	0	0	0	0	0	0	0	0	0	0
PATTERN 13	64	26	0	0	0	0	0	0	0	0	0	0
PATTERN 20	80	40	0	0	0	0	0	0	0	0	0	0
PATTERN 21	80	40	0	0	0	0	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	11
Day Prgm	1	1	1	1	1	1	1	2
Start Time	00:00	04:00	06:00	09:00	14:30	18:30	22:30	00:00
Coord Ptn	13	10	1	7	4	10	13	13
Override	false	false	false	false	false	false	false	false

Step Num	12	13
Day Prgm	2	2
Start Time	04:00	22:30
Coord Ptn	10	13
Override	false	false

TOD Data

TOD Step	1	2	3	7	8	9
Day Prgm Num	1	1	1	2	2	2
Start Time	00:00	04:00	22:30	00:00	04:00	22:30
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	2	NONE	2	2	NONE	2
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

TOD Step	11	12	13
Day Prgm Num	10	10	10
Start Time	00:00	09:00	22:30
Alt Seq	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE
Det Diag Plan	0	0	0
Max2 Enable	2	NONE	2
Max3 Enable	NONE	NONE	NONE
Options	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash
 AVE - Alternate Vehicle Extension

DE - Dimming Enable
 DDE - Detector Delay Enable

DLE - Detector Log Enable
 RR - Red Rest

****Special Function Options**

4 - CNA1
 5 - Walk Rest

7 - Pretimed Operation
 8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	float	float	float	float	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	1	2
Alarms	NONE	NONE
Call Phase	2	2
Delay	0.0	0.0
Erratic Counts	0	0
Extend	0.0	0.0
Fail Time	0	0
Max Presence	0	0
No Activity	0	0
Options	P	P
Queue Limit	0	0
Report Alarms	0	0
Reset	0	0
Switch Phase	0	0

Alarms:

NAF - No Activity Fault

MPF - Max Presence Fault

EOF - Erratic Output Fault

CF - Communications Fault

CF - Configuration Fault

OF - Other Fault

Options:

VD - Volume Det

OD - Occupancy Det

YLK- Yellow Lock Call

RLC - Red Lock Call

P - Passage

AI - Added Initial

Q - Queue

C - Call

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	3	4	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	100							

Notes

Intersection: Palm & 7 St ID#: 99 Date Signalized: 02/04/1960 Timing Install Date: 00/00/0000 Time: 00:00 Record# 04

Ring Structure:

1 | 2

Intersection Dimensions:

NORTH LEG - 64 FT

EAST LEG - 30 FT

SOUTH LEG - 64 FT

WEST LEG - 25 FT

Phasing:

PHASE 1 - NORTH/SOUTH

PHASE 2 - EAST/WEST

I/S Information:

MAIN STREET IS N/S (7 ST), PHASE 1. FLASH: N/S YELLOW, E/W RED.

Special Programming:

DO NOT MAX INHIBIT. PED RECYCLE ALL HOURS.

COORD TRANSITION MODE: SMOOTH.

CALL MAX 2 FOR PHASE 2 FOR ALL DIAL 4 TIMES.

Special Recall Programming:

NONE.

RECORD 04:

04-changed timing sheet and printout to new format.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection: VIRGINIA @ 7 ST			
Controller ID: 89.2	Channel: 514	Drop	1
System: TransCore TransSuite TCS			
Controller Type: Econolite ASC/2			
TransCore Unified Controller Manager 18.2.1			



Phase Number	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	15	15	0	0	0	5	0	0	0	0	0	0
Walk	8	8	0	0	0	8	0	0	0	0	0	0
Ped Clear	11	16	0	0	0	16	0	0	0	0	0	0
Yellow Change	3.6	3.2	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.8	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Passage (VEH EXT)	1.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum1	30	45	0	0	0	12	0	0	0	0	0	0
Maximum2	40	15	0	0	0	15	0	0	0	0	0	0
Red Revert	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Option Data/Flash Data*	EP, ENTRF, NAL, NLD, EP, RIW	EP, EXITRF, NLD, MINVR, DEP	NLD	NLD	NLD	EP, EXITRF, NLD, DEP	NLD	NLD	NLD	NLD	NLD	NLD
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0
Phase Startup												
Minimum 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
Added Initial (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
Maximum Initial	30	30	0	0	0	30	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0
TBR (TIME B4)	0	0	0	0	0	0	0	0	0	0	0	0
CBR (CARS WT)	0	0	0	0	0	0	0	0	0	0	0	0
TTR (TTREDUC)	0	0	0	0	0	0	0	0	0	0	0	0

*Option Data/Flash Data:

ENTRF - Entry Rem Flash	CSE - Conditional Service Enable	GP - Guaranteed Passage	SVR - Soft Vehicle Recall
EXITRF - Exit Rem Flash	NLDM - Non Locked Detector Memory	MINVR - Min. Vehicle Recall	
AIC - Added Initial Calculation	NA1 - Non-Actuated 1	MAXVR - Max. Vehicle Recall	
DEP - Dual Entry Phase	NA2 - Non-Actuated 2	PR - Pedestrian Recall	
EP - Enabled Phase	N - Not Used	RIW - Rest In Walk	

Econolite Proprietary Phase Timing Parameters - Phase Table

Phase Number	1	2	3	4	5	6	7	8
Bike Min Grn (BIKE GRN)	0	0	0	0	0	0	0	0
Maximum3	50	30	0	0	0	20	0	0
Passage 2 (VEH EXT2)	10	30	0	0	0	30	0	0
No Serve Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Ped Carry Over	0	0	0	0	0	0	0	0
Det Fail Max (DET MAX)	0	0	0	0	0	0	0	0
Max Grn Ext (MAX EXT)	0	0	0	0	0	0	0	0
Actuations B4 (ACT B4)	0	0	0	0	0	0	0	0
CS Min Grn (CS MGRN)	0	0	0	0	0	0	0	0
Controller Option Data*	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Phase Number	9	10	11	12	*Controller Option Data: CR - Conditional Reservice DRH - Don't Rest Here EP - Exclusive Ped FW - Flashing Walk PCDNC - Ped Colors Dark if No Call No Skip Phases Passage 2 (VEH EXT 2) - shown in tenths of a second, i.e., a value of 20 equals 2.0 seconds			
Bike Min Grn (BIKE GRN)	0	0	0	0				
Maximum3	0	0	0	0				
Passage 2 (VEH EXT2)	0	0	0	0				
No Service Phase	NONE	NONE	NONE	NONE				
Ped Carry Over	0	0	0	0				
Det Fail Max (DET MAX)	0	0	0	0				
Max Grn Ext (MAX EXT)	0	0	0	0				
Actuations B4 (ACT B4)	0	0	0	0				
CS Min Grn (CS MGRN)	0	0	0	0				
Controller Option Data*	NONE	NONE	NONE	NONE				

Overlap Timing

Overlap	A	B	C	D
Standard Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Protected Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lag/Lead Green Timer	0.0	0.0	0.0	0.0
Lag/Lead Red Timer	0.0	0.0	0.0	0.0
Lag/Lead Yellow Timer	0.0	0.0	0.0	0.0
Overlap Type	other	other	other	other

Overlap Standard

Overlap	A	B	C	D
Advance Green Time	0.0	0.0	0.0	0.0
Lag Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Lead Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0
Permitted Phases	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0	0, 0, 0, 0, 0

Overlap Phases

Phase Number	1	2	3	4	5	6	7	8
Pedestrian Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Vehicle Phases	1	2	3	4	5	6	7	8
Phase Number	9	10	11	12				
Pedestrian Phases	NONE	NONE	NONE	NONE				
Vehicle Phases	9	10	11	12				

Coordination Patterns

Pattern Num	1	4	7	10	13	20
Alt Sequence	NONE	NONE	NONE	NONE	NONE	NONE
Coord Phase	1	1	1	1	1	1
Cross Phase	0	0	0	0	0	0
Cycle Time	120	120	100	94	90	120
Match	0	0	0	0	0	0
Offset Time	73	112	83	57	57	113
Pedestrian Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Phase Reserv	false	false	false	false	false	false
Spare	0	0	0	0	0	0
Spl Dmd Ptn1	0	0	0	0	0	0
Spl Dmd Ptn2	0	0	0	0	0	0
Split Ext1	0	0	0	0	0	0
Split Ext2	0	0	0	0	0	0
Veh Perm1	2	2	2	2	2	2
Veh Perm2	0	0	0	0	0	0
Veh Perm Disp	0	0	0	0	0	0
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Max Veh Call	NONE	NONE	NONE	NONE	NONE	NONE

Pattern Num	21
Alt Sequence	NONE
Coord Phase	1
Cross Phase	0
Cycle Time	120
Match	0
Offset Time	7
Pedestrian Call	NONE
Phase Omit	NONE
Phase Reserv	false
Spare	0
Spl Dmd Ptn1	0
Spl Dmd Ptn2	0
Split Ext1	0
Split Ext2	0
Veh Perm1	2
Veh Perm2	0
Veh Perm Disp	0
Vehicle Call	NONE
Max Veh Call	NONE

Split Times												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
PATTERN 1	85	35	0	0	0	35	0	0	0	0	0	0
PATTERN 4	88	32	0	0	0	32	0	0	0	0	0	0
PATTERN 7	66	34	0	0	0	34	0	0	0	0	0	0
PATTERN 10	60	34	0	0	0	34	0	0	0	0	0	0
PATTERN 13	55	35	0	0	0	35	0	0	0	0	0	0
PATTERN 20	80	40	0	0	0	40	0	0	0	0	0	0
PATTERN 21	80	40	0	0	0	40	0	0	0	0	0	0

NIC Parameters

Step Num	1	2	3	4	5	6	7	11
Day Prgm	1	1	1	1	1	1	1	2
Start Time	00:00	04:00	06:00	09:00	14:30	18:30	22:30	00:00
Coord Ptn	13	10	1	7	4	10	13	13
Override	false	false	false	false	false	false	false	false

Step Num	12	13
Day Prgm	2	2
Start Time	04:00	22:30
Coord Ptn	10	13
Override	false	false

TOD Data

TOD Step	1	2	3	6	7	8
Day Prgm Num	1	1	1	2	2	2
Start Time	00:00	04:00	22:30	00:00	04:00	22:30
Alt Seq	NONE	NONE	NONE	NONE	NONE	NONE
Con Srv Inhib	NONE	NONE	NONE	NONE	NONE	NONE
Det Diag Plan	0	0	0	0	0	0
Max2 Enable	2	NONE	2	2	NONE	2
Max3 Enable	NONE	NONE	NONE	NONE	NONE	NONE
Options	NONE	NONE	NONE	NONE	NONE	NONE
Ped Call	NONE	NONE	NONE	NONE	NONE	NONE
Phase Omit	NONE	NONE	NONE	NONE	NONE	NONE
Spec Function	4,8	4,8	4,8	4,8	4,8	4,8
Vehicle Call	NONE	NONE	NONE	NONE	NONE	NONE
Veh Max Call	NONE	NONE	NONE	NONE	NONE	NONE

***Options 1 Definition:**

AF - Automatic Flash

AVE - Alternate Vehicle Extension

DE - Dimming Enable

DDE - Detector Delay Enable

DLE - Detector Log Enable

RR - Red Rest

****Special Function Options**

4 - CNA1

5 - Walk Rest

7 - Pretimed Operation

8 - Ped Recycle

Holiday Program									
Holiday Program Number	1	2	3	4	5	6	7	8	9
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	10	11	12	13	14	15	16	17	18
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	19	20	21	22	23	24	25	26	27
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0
Holiday Program Number	28	29	30	31	32	33	34	35	36
Program Type	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed	fixed
Day Program#	0	0	0	0	0	0	0	0	0
DOW or DOM	0	0	0	0	0	0	0	0	0
Month	0	0	0	0	0	0	0	0	0
WOM or Year	0	0	0	0	0	0	0	0	0

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

TOD Weekly Program										
Weekly Program	1	2	3	4	5	6	7	8	9	10
Sunday	2	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1
Saturday	2	1	1	1	1	1	1	1	1	1

Vehicle Detectors

Det Number	2
Alarms	NONE
Call Phase	2
Delay	0.0
Erratic Counts	0
Extend	0.0
Fail Time	0
Max Presence	0
No Activity	0
Options	P
Queue Limit	0
Report Alarms	0
Reset	0
Switch Phase	0

Alarms:

NAF - No Activity Fault

EOF - Erratic Output Fault

CF - Configuration Fault

MPF - Max Presence Fault

CF - Communications Fault

OF - Other Fault

Options:

VD - Volume Det

RLC - Red Lock Call

Q - Queue

OD - Occupancy Det

P - Passage

C - Call

YLK- Yellow Lock Call

AI - Added Initial

Pedestrian Detector Parameters For Ped Detectors 1 Through 12

Pedestrian Detector	1	2	3	4	5	6	7	8
Pedestrian Detector	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Call Phase	1	2	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Pedestrian Detector	9	10	11	12				
Pedestrian Detector	NONE	NONE	NONE	NONE				
Call Phase	0	0	0	0				
Erratic Counts	0	0	0	0				
Max Presence	0	0	0	0				
No Activity	0	0	0	0				
Volume Occupancy	100							

Notes

Intersection: Virginia & 7 St ID#: 89 Date Signalized: 01/18/1960 Timing Install Date: 00/00/0000 Time: 00:00 Record# 04

Ring Structure:

1 | 2
| 6

Intersection Dimensions:

NORTH LEG - 64 FT
EAST LEG - 46 FT
SOUTH LEG - 64 FT
WEST LEG - 46 FT

Phasing:

PHASE 1 - NORTH/SOUTH
PHASE 2 - EAST/WEST
PHASE 6 - GHOST PHASE. NO FIELD OUTPUTS.

I/S Information:

MAIN STREET IS N/S (7 ST), PHASE 1. FLASH: N/S YELLOW, E/W RED.
PED CLR TIMES SET TO 3.5 FT PER SECOND FOR ADA.

Special Programming:

DO NOT MAX INHIBIT. PED RECYCLE ALL HOURS.
COORD TRANSITION MODE: ADD-ONLY.
PHASE 6 SETTINGS: RECALL: NL, DETECTION TYPE: PRES.
E/W DETECTION CALLS BOTH PHASES 2 & 6.
CALL MAX 2 FOR PHASE 2 DURING ALL DIAL 4 TIMES.

Special Recall Programming:

DURING ANY RECALL OF PHASE 2 CALL DIAL 1 FOR ALL DIAL 4 TIMES.

RECORD 04:

04-changed timing sheet and printout to new format.

Other information and equipment installed at I/S:

Camera: Radio: X Fiber: EVP: Hvy Rail/LRT: Hawk: Cabinet Type: TS2

Intersection:	THOMAS @ 7 ST				
Controller ID:	82.2	Channel:	554	Drop:	12
System:	TransCore TransSuite TCS				
Controller Type:	Econolite Cobalt 32.65				
TransCore Unified Controller Manager 18.2.1					



Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	5	15	5	15	5	15	5	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	9	0	9	0	9	0	9	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	16	0	17	0	16	0	17	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	12	35	12	35	12	35	12	35	0	0	0	0	0	0	0	0
Max 2	15	45	20	45	20	45	15	45	0	0	0	0	0	0	0	0
Max 3	40	55	40	55	40	55	40	55	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.5	1.0	1.6	1.0	1.5	1.0	1.6	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	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
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)3

Pattern	0					System Override	No									
Timing Plan	1					Sequence	1									
Vehicle Detector	1					Detector Log	NONE									
Flash	No					Red Rest	No									
Veh Det Diag Plan	1					Ped Det Diag Plan	1									
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	X	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)6

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)8

Pattern	8				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)9

Pattern	9				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)16

Pattern	16				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)24

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)25

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)42

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	51							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
		STD (COS)						
		Dwell Add Time		0				
		Timing Plan		0				
		Sequence Num		0				
		Action Plan		0				
		Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	15	47	0	58	17	45	0	58
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
		1	2	3	4			
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		0				
Use Split Pattern	2							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
		STD (COS)						
		Dwell Add Time		0				
		Timing Plan		0				
		Sequence Num		0				
		Action Plan		0				
		Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
		1	2	3	4			
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		0				
Use Split Pattern	3							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120				
Use Split Pattern	4							
Cycle Time	120							
Offset Val	24							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	16	47	13	44	12	51	13	44
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		0				
Use Split Pattern	5							
Cycle Time	0	STD (COS)						
Offset Val	0	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0				
Use Split Pattern	6							
Cycle Time	0	STD (COS)						
Offset Val	0	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		100				
Use Split Pattern	7							
Cycle Time	100							
Offset Val	75							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	41	12	35	12	41	12	35
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0				
Use Split Pattern	8							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		0					
Use Split Pattern	9								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94					
Use Split Pattern	10								
Cycle Time	94								
Offset Val	82								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	13	35	12	34	13	35	12	34	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Coord Phases	2, 6								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90				
Use Split Pattern	13							
Cycle Time	90							
Offset Val	70							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	33	12	33	12	33	12	33
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	2, 6							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		150				
Use Split Pattern	16							
Cycle Time	150							
Offset Val	90							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	20	40	20	70	20	40	20	70
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 20 ()

Coordination Data		Split Sum		120				
Use Split Pattern	20							
Cycle Time	120							
Offset Val	90							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	35	25	45	15	35	25	45
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 21 ()

Coordination Data		Split Sum		120				
Use Split Pattern	21							
Cycle Time	120							
Offset Val	90							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	35	25	45	15	35	25	45
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7	8
Action	13	1	7	4	24	25	10	13
Hour	0	5	9	14	15	18	18	22
Minute	0	55	5	30	55	5	30	30

Day Plan 2

Event	1	2	3
Action	13	10	13
Hour	0	6	21
Minute	0	0	0

Day Plan 11

Event	1	2	3	4
Action	13	24	10	13
Hour	0	6	18	21
Minute	0	0	0	0

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Fixed	Fixed	Fixed	Fixed	Fixed	Float	Float	Float	Float	Float	Float	Float
Month	6	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	8	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	2019	0	0	0	0	0	0	0	0	0	0	0
Day Plan	11	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	2	2	2	2	2	2	2	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	TOGETHER	
3	3	Vehicle	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	NONE	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	TOGETHER	
7	7	Vehicle	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	NONE	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	8	134
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	8	133
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Preemptor 3

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 4

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	2 6			
Exit Calls	2 6			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 5

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	Solid Grn	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	4 8			
Exit Calls	4 8			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Preemptor 6

Enable	Yes			
Control	#Err			
Delay Time (seconds)	0	Inhibit Time (seconds)	0	
Extend Input	5.0	Max Presence	0	
Duration Time	0			
Ignore Rings		Reservice Time	0	
	Walk	Ped Clear		
Entering Minimum Time	0	255		
	Green	Yellow	Red	
Entering Minimum Time	255	25.5	25.5	
Track Clearance Time	0	4.0	1.0	
Min Dwell	8	25.5	25.5	
Phase	1	2	3	4
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	5	6	7	8
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	Solid Grn
Cycle Phases	NONE	NONE	NONE	NONE
Phase	9	10	11	12
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Phase	13	14	15	16
Track Phases	NONE	NONE	NONE	NONE
Dwell Phases	NONE	NONE	NONE	NONE
Cycle Phases	NONE	NONE	NONE	NONE
Dwell Peds	None			
Cycle Peds	None			
Exit Phases	2 6			
Exit Calls	2 6			
Preemption To Coordination	No	Interlock	No	
Term Overlap	No	TC Reserve	No	
Exiting Timing Plan	0			
Linked Preemptor	0			
Preemptor Active Outputs				
Preemptor Active Output	Display SOLID	Active Output Dwell	No	
Priority Preemptor	Output not sel	Non-Priority Preemptor	Output not sel	
Overlap	A	B	C	D
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	E	F	G	H
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	I	J	K	L
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE
Overlap	M	N	O	P
Track Overlaps	NONE	NONE	NONE	NONE
Dwell Overlaps	NONE	NONE	NONE	NONE
Cycle Overlaps	NONE	NONE	NONE	NONE

Vehicle Detector Plan 1

Detector	1	2	3	4	5	6
Assigned	1	1	3	3	5	5
Switch Phase	0	0	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255
Fail Call Delay	0	0	0	0	0	0
Yellow Lock	No	No	No	No	No	No
Added Option	No	No	No	No	No	No
Call Option	No	No	No	No	No	No
Passage Option	Yes	No	Yes	No	Yes	No
Queue Option	No	No	No	No	No	No
NTCIP	No	No	No	No	No	No
NTCIP Volume	No	No	No	No	No	No
ECPI Log	No	No	No	No	No	No
Red Lock	No	No	No	No	No	No
Called Phases	None	None	None	None	None	None

Detector	7	8
Assigned	7	7
Switch Phase	0	0
Extend Time	0.0	0.0
Delay Time	0.0	0.0
Queue Limit	0	0
Fail Time	255	255
Fail Call Delay	0	0
Yellow Lock	No	No
Added Option	No	No
Call Option	No	No
Passage Option	Yes	No
Queue Option	No	No
NTCIP	No	No
NTCIP Volume	No	No
ECPI Log	No	No
Red Lock	No	No
Called Phases	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
--------------------------------	-------

Intersection:	OSBORN @ 7 ST					
Controller ID:	66.2	Channel:	562	Drop:	4	
System:	TransCore TransSuite TCS					
Controller Type:	Econolite Cobalt 32.65					
TransCore Unified Controller Manager 18.2.1						



Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	5	15	0	15	5	15	0	15	0	0	0	0	0	0	0	0
Bicycle Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Service Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Walk 2	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
Pedestrian Clearance	0	13	0	12	0	13	0	12	0	0	0	0	0	0	0	0
Pedestrian Clearance 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension	2.0	1.0	0.0	1.0	2.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Extension 2	3.0	1.0	0.0	1.0	3.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	35	0	40	25	35	0	40	0	0	0	0	0	0	0	0
Max 2	10	45	0	50	10	45	0	50	0	0	0	0	0	0	0	0
Max 3	12	55	0	60	12	55	0	60	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max 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 Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.3	0.0	1.2	1.0	1.3	0.0	1.2	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	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Actuations Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seconds Per Actions Added to Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting Before Gap Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Step To Reduce	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce To Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum 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

Action Plan (MM-5-2)1

Pattern	1				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)2

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)3

Pattern	0				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)4

Pattern	4				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)5

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)6

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)7

Pattern	7				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)8

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)9

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)10

Pattern	10				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)11

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)12

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)13

Pattern	13				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)14

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)15

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)16

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)17

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)18

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)19

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)20

Pattern	20				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh					

Action Plan (MM-5-2)21

Pattern	21				System Override				No							
Timing Plan	0				Sequence				0							
Vehicle Detector	0				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	0				Ped Det Diag Plan				0							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)24

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	1			Ped Det Diag Plan	1											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)42

Pattern	0			System Override	No											
Timing Plan	1			Sequence	1											
Vehicle Detector	1			Detector Log	NONE											
Flash	No			Red Rest	No											
Veh Det Diag Plan	0			Ped Det Diag Plan	0											
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Action Plan (MM-5-2)99

Pattern	254				System Override				No							
Timing Plan	1				Sequence				1							
Vehicle Detector	1				Detector Log				NONE							
Flash	No				Red Rest				No							
Veh Det Diag Plan	1				Ped Det Diag Plan				1							
Dimming Enable	No															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Extension	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omitted	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auxilliary Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 1 - 15	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 16 - 30	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 31 - 45	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 46 - 60	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 61 - 75	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 76 - 90	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh
LP 91 - 100	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh	Inh						

Coordination Parameter Data - 1 ()

Coordination Data		Split Sum		120				
Use Split Pattern	1							
Cycle Time	120							
Offset Val	115							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
		STD (COS)						
		Dwell Add Time		0				
		Timing Plan		0				
		Sequence Num		0				
		Action Plan		0				
		Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	12	47	0	61	13	46	0	61
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
		1	2	3	4			
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 2 ()

Coordination Data		Split Sum		0				
Use Split Pattern	2							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
		STD (COS)						
		Dwell Add Time		0				
		Timing Plan		0				
		Sequence Num		0				
		Action Plan		0				
		Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
		1	2	3	4			
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 3 ()

Coordination Data		Split Sum		0				
Use Split Pattern	3							
Cycle Time	0	STD (COS)						
Offset Val	0	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 4 ()

Coordination Data		Split Sum		120				
Use Split Pattern	4							
Cycle Time	120	STD (COS)						
Offset Val	55	Dwell Add Time		0				
Actuated Crd Phase	No	Timing Plan		0				
Actuated Walk	No	Sequence Num		0				
Phase Reservice	No	Action Plan		0				
Max Select	MAX1	Force Off		FIXED				
Phase Number	1	2	3	4	5	6	7	8
Split	15	49	0	56	12	52	0	56
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 5 ()

Coordination Data		Split Sum		0					
Use Split Pattern	5								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 6 ()

Coordination Data		Split Sum		0					
Use Split Pattern	6								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 7 ()

Coordination Data		Split Sum		100				
Use Split Pattern	7							
Cycle Time	100							
Offset Val	64							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	12	38	0	50	12	38	0	50
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 8 ()

Coordination Data		Split Sum		0				
Use Split Pattern	8							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern	0				

Coordination Parameter Data - 9 ()

Coordination Data		Split Sum		0					
Use Split Pattern	9								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern	0			

Coordination Parameter Data - 10 ()

Coordination Data		Split Sum		94					
Use Split Pattern	10								
Cycle Time	94								
Offset Val	58								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	13	36	0	45	13	36	0	45	
Preference 1	0	0	0	0	0	0	0	0	
Preference 2	0	0	0	0	0	0	0	0	
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases	4, 8								
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern	0			

Coordination Parameter Data - 11 ()

Coordination Data		Split Sum		0				
Use Split Pattern	11							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 12 ()

Coordination Data		Split Sum		0				
Use Split Pattern	12							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	Xartery Pattern		0			

Coordination Parameter Data - 13 ()

Coordination Data		Split Sum		90				
Use Split Pattern	13							
Cycle Time	90							
Offset Val	79							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	32	0	45	13	32	0	45
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 14 ()

Coordination Data		Split Sum		0				
Use Split Pattern	14							
Cycle Time	0							
Offset Val	0							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases								
	1	2	3	4				
Ring Split Ext	0	0	0	0				
Ring Displacement	0	0	0	0				
Split Demand	0	0	0	0	Xartery Pattern		0	

Coordination Parameter Data - 15 ()

Coordination Data		Split Sum		0					
Use Split Pattern	15								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 16 ()

Coordination Data		Split Sum		0					
Use Split Pattern	16								
Cycle Time	0								
Offset Val	0								
Actuated Crd Phase	No								
Actuated Walk	No								
Phase Reservice	No								
Max Select	MAX1								
Phase Number	1	2	3	4	5	6	7	8	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16	
Split	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0
Coord Phases									
	1	2	3	4					
Ring Split Ext	0	0	0	0					
Ring Displacement	0	0	0	0					
Split Demand	0	0	0	0	Xartery Pattern			0	

Coordination Parameter Data - 20 ()

Coordination Data		Split Sum		120				
Use Split Pattern	20							
Cycle Time	120							
Offset Val	90							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	13	42	0	65	15	40	0	65
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Coordination Parameter Data - 21 ()

Coordination Data		Split Sum		120				
Use Split Pattern	21							
Cycle Time	120							
Offset Val	60							
Actuated Crd Phase	No							
Actuated Walk	No							
Phase Reservice	No							
Max Select	MAX1							
Phase Number	1	2	3	4	5	6	7	8
Split	15	40	0	65	13	42	0	65
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Phase Number	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0
Coord Phases	4, 8							
Ring Split Ext	1		2		3		4	
Ring Split Ext	0		0		0		0	
Ring Displacement	0		0		0		0	
Split Demand	0		0		Xartery Pattern		0	

Day Plans

Day Plan 1

Event	1	2	3	4	5	6	7
Action	13	10	1	7	4	10	13
Hour	0	4	6	9	14	18	22
Minute	0	0	0	0	30	30	30

Day Plan 2

Event	1	2	3
Action	13	10	13
Hour	0	4	22
Minute	0	0	30

Time Base Schedule

Schedule Number	1
Day Plan	1
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	MON, TUE, WED, THU, FRI
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Schedule Number	2
Day Plan	2
Month	JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
Day DOW	SUN, SAT
Day DOM	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

EXCEPTION DAY PROGRAM

Exception Day	1	2	3	4	5	6	7	8	9	10	11	12
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	13	14	15	16	17	18	19	20	21	22	23	24
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

Exception Day	25	26	27	28	29	30	31	32	33	34	35	36
Format	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float	Float
Month	0	0	0	0	0	0	0	0	0	0	0	0
DOM Or DOW	0	0	0	0	0	0	0	0	0	0	0	0
WOM Or Year	0	0	0	0	0	0	0	0	0	0	0	0
Day Plan	0	0	0	0	0	0	0	0	0	0	0	0

CONTROLLER OPTIONS / ACT PRE-TIMED / SIMULTANEOUS GAP TABLE

Unit Red Revert	2 . 0	Phase	Simultaneous Gap
Guaranteed Passage	NONE	1	NONE
NON-ACT I Phases	2 4 6 8	2	NONE
NON-ACT II Phases	NONE	3	NONE
Ped Reservice	NONE	4	NONE
Rest In Walk	2 4 6 8	5	NONE
Flashing Walk	NONE	6	NONE
Ped Clear Thru Yellow	NONE	7	NONE
Ped Clear Thru Red	NONE	8	NONE
IGrn + Veh Ext	NONE	9	NONE
		10	NONE
Pretimed Operation	PRETIMEDMODE FREEINPUTENABLES	11	NONE
Pretimed Phases	2 4 6 8	12	NONE
		13	NONE
Immediate Gap Reduction	NONE	14	NONE
Exclusive Ped Service	NONE	15	NONE
Simultaneous Gap Disable	NONE	16	NONE
Timing Plans	0		
Conditional Service Enable	NONE		

COORDINATOR OPTIONS

Manual Pattern	0	Multi Sync	NO
Interconnect Source	SYS	Interconnect Format	PTN
Transition mode	ADDONLY	ECPI Coordination	YES
Offset Ref	LEAD	Dwell/Add Time	0
Delay Walk	NO	Force Off	FIXED
Force Off Add Initial	NO	Use Ped Time	YES
Ped Recall	NO	Ped Re-Service	NO
Man Sync Enable	NO	Local Zero Override	NO
Resync Count	0	Max Select	MAX1

PHASE RECALL OPTIONS				
Phase Timing	1	2	3	4
Lock Det	NONE	NONE	NONE	NONE
Veh Recall	NONE	NONE	NONE	NONE
Ped Recall	2 4 6 8	NONE	NONE	NONE
Max Recall	NONE	NONE	NONE	NONE
Soft Recall	NONE	NONE	NONE	NONE
No Rest Here	NONE	NONE	NONE	NONE
Added Init Calc	NONE	NONE	NONE	NONE

GUARANTEED MINIMUM TIME DATA								
Phase Number	1	2	3	4	5	6	7	8
Min Green (1/10)	2	2	0	2	2	2	0	2
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Number	9	10	11	12	13	14	15	16
Min Green	0	0	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Min Ped Clr	0	0	0	0	0	0	0	0
Min Ylw Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOAD SWITCH ASSIGN (MMU CHANNEL)							
LD Switch	Phase/Ovlp	Type	Dimming	Power	Auto	Together	
1	1	Vehicle	NONE	Auto	Red	NONE	
2	2	Vehicle	NONE	Auto	Red	NONE	
3	0	.	NONE	Auto	Red	NONE	
4	4	Vehicle	NONE	Auto	Red	TOGETHER	
5	5	Vehicle	NONE	Auto	Red	NONE	
6	6	Vehicle	NONE	Auto	Red	NONE	
7	0	.	NONE	Auto	Red	NONE	
8	8	Vehicle	NONE	Auto	Red	TOGETHER	
9	0	.	NONE	Auto	.	NONE	
10	0	.	NONE	Auto	.	NONE	
11	0	.	NONE	Auto	.	NONE	
12	0	.	NONE	Auto	.	NONE	
13	2	Pedestrian	NONE	Auto	.	NONE	
14	4	Pedestrian	NONE	Auto	.	NONE	
15	6	Pedestrian	NONE	Auto	.	NONE	
16	8	Pedestrian	NONE	Auto	.	NONE	

GENERAL SERIAL PORT SETUP					
Port Index	Port 2/C50S	Port 3A/C21S	Port 3B/C22S	4	5
Protocol	TERMINAL	NTCIP	ECPIP	TERMINAL	TERMINAL
Enable	NO	NO	NO	NO	NO
Data Rate (BPS)	9600	19200	1200	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1	8 N 1	8 N 1
Modem Setup String	NONE	NONE	NONE	NONE	NONE
User					
Comm Port Address	0	0	0	0	0
Detector Address	0	0	0	0	0
Telemetry Resp Delay	0.0	0.0	0.9	0.0	0.0
Duplex	HALF	FULL	FULL	HALF	HALF
Group Addr	0	0	0	0	0
Single Flag Enable	NO	NO	NO	NO	NO
RTS to CTS Delay	0.0	0.0	14.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	2.0	0.0	0.0
Drop Out Time	10	10	10	10	10
Early RTS	NO	NO	NO	NO	NO
NTCIP Protocol	ntcipNull	ntcipNull	ntcipNull	ntcipNull	ntcipNull
Priority	4	2	3	0	0
Port	0	0	0	0	0

GENERAL ETHERNET PORT SETUP				
IP Address	10	225	8	98
Address Mask	255	255	255	248
FTP Server	0	0	0	0
Default Gateway	10	225	8	97
NTCIP UDP Port	501			
Speed	0			
Mode	0			
Drop Out Timer	300			
Backup Time	0			
Priority	1			
IF Index	0			

Vehicle Detector Plan 1

Detector	1	2	5	6
Assigned	1	1	5	5
Switch Phase	0	0	0	0
Extend Time	0.0	0.0	0.0	0.0
Delay Time	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0
Fail Time	255	255	255	255
Fail Call Delay	0	0	0	0
Yellow Lock	No	No	No	No
Added Option	No	No	No	No
Call Option	No	No	No	No
Passage Option	Yes	No	Yes	No
Queue Option	No	No	No	No
NTCIP	No	No	No	No
NTCIP Volume	No	No	No	No
ECPI Log	No	No	No	No
Red Lock	No	No	No	No
Called Phases	None	None	None	None

PED AND SYSTEM DETECTOR OPTIONS

Pedestrian								
Ped Phase	1	2	3	4	5	6	7	8
Ped Det Assign	0	2	0	4	0	6	0	8
Ped Phase	9	10	11	12	13	14	15	16
Ped Det Assign	0	0	0	0	0	0	0	0

Local System								
Zone Monitor Det	1	2	3	4	5	6	7	8
System Det Assign	0	0	0	0	0	0	0	0
Zone Monitor Det	9	10	11	12	13	14	15	16
System Det Assign	0	0	0	0	0	0	0	0

Ped Det Assignment Mode	NTCIP
--------------------------------	-------

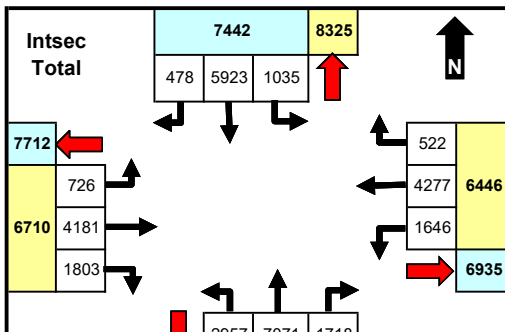
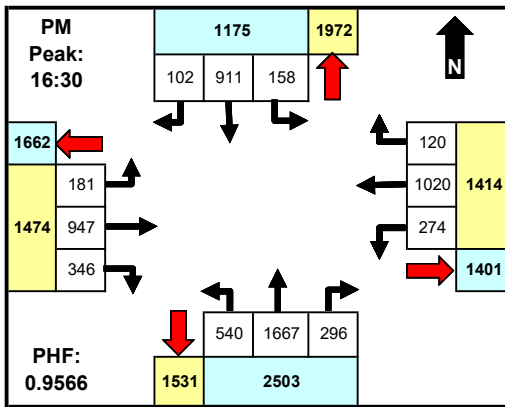
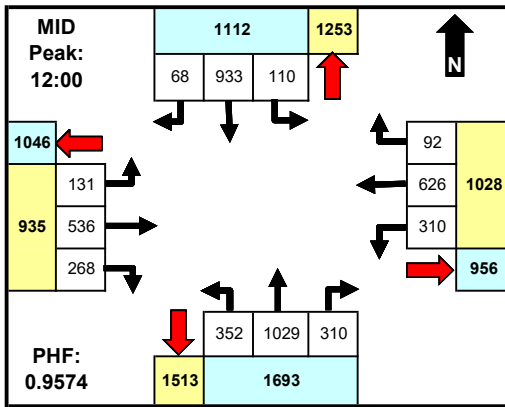
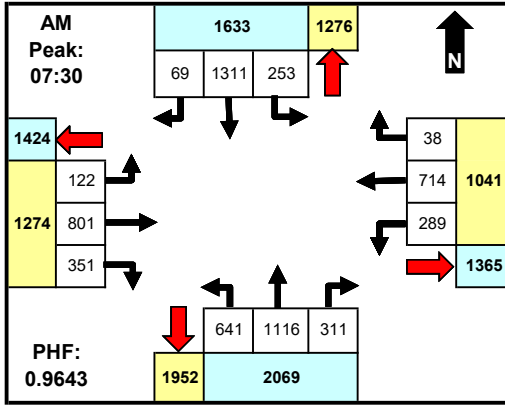
Appendix B

Existing Traffic Counts



Intersection ID: 1805125
Count Date: 11/29/2018

N 7TH ST & E MCDOWELL RD



Time	From North (SB) N 7TH ST				From East (WB) E MCDOWELL RD				From South (NB) N 7TH ST				From West (EB) E MCDOWELL RD				INTSEC	TOTAL
	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U		
0:00																	0	
0:15																	0	
0:30																	0	
0:45																	0	
1:00																	0	
1:15																	0	
1:30																	0	
1:45																	0	
2:00																	0	
2:15																	0	
2:30																	0	
2:45																	0	
3:00																	0	
3:15																	0	
3:30																	0	
3:45																	0	
4:00																	0	
4:15																	0	
4:30																	0	
4:45																	0	
5:00																	0	
5:15																	0	
5:30																	0	
5:45																	0	
6:00																	0	
6:15																	0	
6:30		65	208	11	0	65	69	7	0	107	124	43	0	0	149	69	0	917
6:45		68	274	10	0	56	79	15	0	121	136	66	0	1	184	55	0	1065
7:00		60	313	9	0	54	94	8	0	148	193	69	0	9	179	66	0	1202
7:15		59	322	25	0	71	132	11	0	138	219	54	0	27	162	66	0	1286
7:30		79	317	26	0	69	147	7	0	166	258	82	0	33	167	97	0	1448
7:45		44	345	14	0	78	200	13	0	130	320	90	1	40	207	78	0	1560
8:00		66	313	18	0	72	187	8	0	186	282	78	0	18	198	96	0	1522
8:15		64	336	11	0	70	180	10	0	159	256	61	0	31	229	80	0	1487
8:30																		0
8:45																		0
9:00																		0
9:15																		0
9:30																		0
9:45																		0
10:00																		0
10:15																		0
10:30																		0
10:45																		0
11:00		31	204	21	0	58	123	30	0	81	240	76	1	20	110	56	0	1051
11:15		27	209	18	0	77	120	17	0	85	250	82	2	28	125	45	0	1085
11:30		41	180	19	0	77	142	24	0	92	235	85	1	19	120	64	0	1099
11:45		30	219	20	0	70	146	29	1	88	260	78	1	28	147	47	0	1164
12:00		21	212	19	0	80	154	21	0	91	265	82	0	35	120	55	0	1155
12:15		28	230	18	0	73	164	32	0	88	276	77	1	30	151	77	0	1245
12:30		30	247	15	0	79	139	15	0	82	251	69	1	33	135	73	0	1169
12:45		31	244	16	1	78	169	24	0	91	237	82	0	33	130	63	0	1199
13:00																		0
13:15																		0
13:30																		0
13:45																		0
14:00																		0
14:15																		0
14:30																		0
14:45																		0
15:00																		0
15:15																		0
15:30																		0
15:45																		0
16:00		31	202	24	0	70	243	32	0	147	388	69	2	38	188	90	0	1524
16:15		23	228	15	0	66	285	37	0	133	387	44	0	46	152	100	0	1516
16:30		46	253	28	0	74	248	21	0	145	400	65	0	47	193	70	0	1590
16:45		45	204	22	3	70	295	25	0	147	368	74	0	40	282	101	0	1676
17:00		36	233	31	1	67	239	34	0	141	486	85	0	48	225	90	0	1716
17:15		31	221	21	0	63	238	40	0	107	413	72	0	46	247	85	0	1584
17:30		36	223	32	0	51	248	30	0	116	413	60	0	36	223	99	0	1567
17:45		43	186	35	1	58	236	32	0	168	414	75	0	40	158	81	0	1527
18:00																		0
18:15																		0
18:30																		0
18:45																		0
19:00																		0
19:15																		0
19:30																		0
19:45																		0



Intersection ID: 1805125
Count Date: 11/29/2018

N 7TH ST & E MCDOWELL RD

↓	2957	7071	1718
9382	11756		

	North		East		South		West		Total
	App	Dep	App	Dep	App	Dep	App	Dep	
AM	1633	1276	1041	1365	2069	1952	1274	1424	6017
MID	1112	1253	1028	956	1693	1513	935	1046	4768
PM	1175	1972	1414	1401	2503	1531	1474	1662	6566
Total	7442	8325	6446	6935	11756	9382	6710	7712	32354

Comments

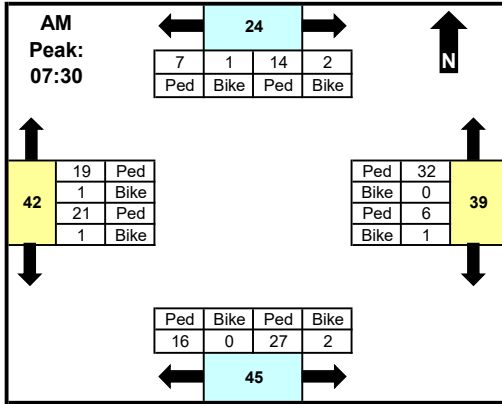
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB) N 7TH ST				From East (WB) E MCDOWELL RD				From South (NB) N 7TH ST				From West (EB) E MCDOWELL RD				INTSEC
20:00																	0
20:15																	0
20:30																	0
20:45																	0
21:00																	0
21:15																	0
21:30																	0
21:45																	0
22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	1035	5923	478	6	1646	4277	522	1	2957	7071	1718	10	726	4181	1803	0	32354
AM Peak Hr: 7:30																	
Pk Vol	253	1311	69	0	289	714	38	0	641	1116	311	1	122	801	351	0	6017
PHF	0.801	0.950	0.663	n/a	0.926	0.893	0.731	n/a	0.862	0.872	0.864	0.250	0.763	0.874	0.905	n/a	0.964
MID Peak Hr: 12:00																	
Pk Vol	110	933	68	1	310	626	92	0	352	1029	310	2	131	536	268	0	4768
PHF	0.887	0.944	0.895	0.250	0.969	0.926	0.719	n/a	0.967	0.932	0.945	0.500	0.936	0.887	0.870	n/a	0.957
PM Peak Hr: 16:30																	
Pk Vol	158	911	102	4	274	1020	120	0	540	1667	296	0	181	947	346	0	6566
PHF	0.859	0.900	0.823	0.333	0.926	0.864	0.750	n/a	0.918	0.858	0.871	n/a	0.943	0.840	0.856	n/a	0.957

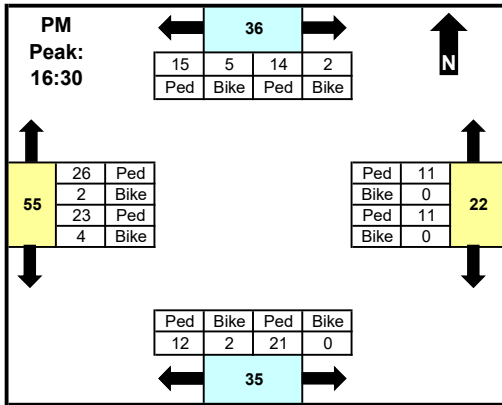
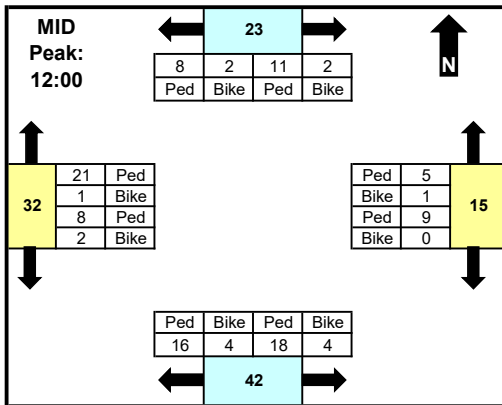


Intersection ID: 1805125
Count Date: 11/29/2018

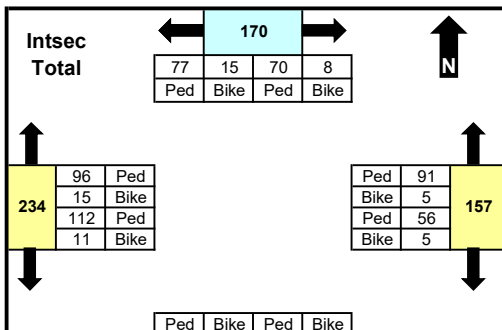
N 7TH ST & E MCDOWELL RD



	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	21	43	43	21	40	38	38	40
Bike	-	2	-	3	-	1	-	2



	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	29	33	33	29	49	22	22	49
Bike	-	2	-	7	-	0	-	6

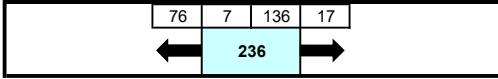


Time	North Leg		East Leg		South Leg		West Leg		INTSEC	TOTAL							
	CW	CCW	CW	CCW	CW	CCW	CW	CCW									
0:00										0							
0:15										0							
0:30										0							
0:45										0							
1:00										0							
1:15										0							
1:30										0							
1:45										0							
2:00										0							
2:15										0							
2:30										0							
2:45										0							
3:00										0							
3:15										0							
3:30										0							
3:45										0							
4:00										0							
4:15										0							
4:30										0							
4:45										0							
5:00										0							
5:15										0							
5:30										0							
5:45										0							
6:00										0							
6:15										0							
6:30	2	0	2	0	0	0	1	0	2	0	3	0	4	0	6	0	20
6:45	3	0	3	0	1	0	3	0	1	0	3	0	1	0	2	0	17
7:00	1	0	7	0	2	0	5	0	1	0	3	0	0	0	7	0	26
7:15	3	0	5	0	0	0	3	0	0	0	3	1	1	0	11	1	28
7:30	0	0	1	0	0	0	4	0	4	0	4	0	4	0	2	0	19
7:45	5	0	4	1	3	0	9	0	6	0	9	1	1	0	12	0	51
8:00	4	1	1	0	1	1	8	0	5	0	0	0	7	0	2	0	30
8:15	5	1	1	0	2	0	11	0	1	0	14	1	7	1	5	1	50
8:30																	0
8:45																	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
11:00	2	1	1	0	4	0	1	0	4	1	8	0	2	2	3	0	29
11:15	3	0	7	0	3	0	9	0	3	0	4	2	1	1	4	1	38
11:30	7	0	10	2	7	2	7	0	8	0	13	0	3	3	8	0	70
11:45	3	1	3	0	2	1	3	1	6	0	4	2	3	1	3	2	35
12:00	2	0	5	0	3	0	3	1	9	1	2	1	8	0	2	0	37
12:15	2	0	2	1	3	0	2	0	3	2	6	0	7	1	3	1	33
12:30	6	1	1	0	2	0	0	0	2	1	5	3	3	0	2	1	27
12:45	1	1	0	1	1	0	0	0	2	0	5	0	3	0	1	0	15
13:00																	0
13:15																	0
13:30																	0
13:45																	0
14:00																	0
14:15																	0
14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	0	6	0	3	0	4	0	1	0	10	0	8	0	1	0	33
16:15	3	0	2	0	3	0	1	1	5	0	4	5	2	3	7	0	36
16:30	8	0	6	1	5	0	2	0	2	0	2	0	7	0	4	0	37
16:45	5	0	4	2	2	0	4	0	2	1	6	0	8	0	4	0	38
17:00	1	2	2	0	2	0	5	0	3	0	4	0	4	1	10	2	36
17:15	0	0	3	2	2	0	0	0	5	1	9	0	7	1	5	2	37
17:30	4	0	1	3	3	1	4	2	0	0	7	1	3	0	6	0	35
17:45	0	0	0	2	2	0	2	0	1	0	8	0	2	1	2	0	20
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
19:45																	0



Intersection ID: 1805125
Count Date: 11/29/2018

N 7TH ST & E MCDOWELL RD



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	16	8	7	32	16	29	20	22	150
MID	13	10	9	6	20	22	22	10	112
PM	16	20	11	11	14	21	28	27	148
Total	78	92	61	96	83	153	111	123	797

CW = Clockwise
CCW = Counter-clockwise

Comments

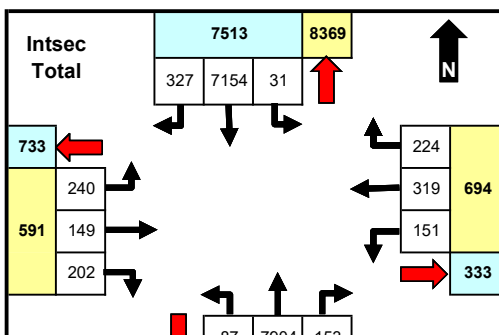
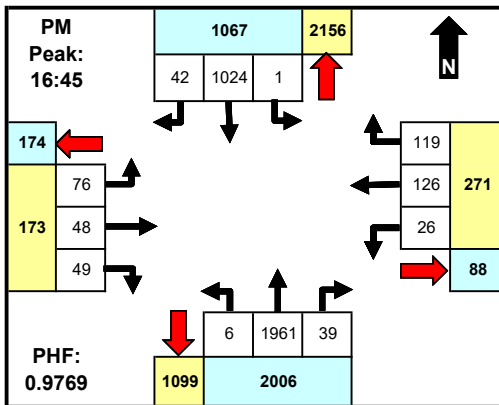
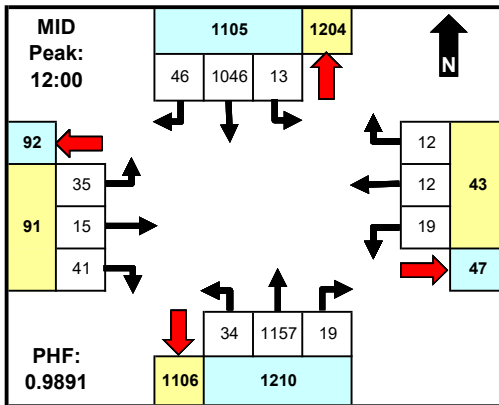
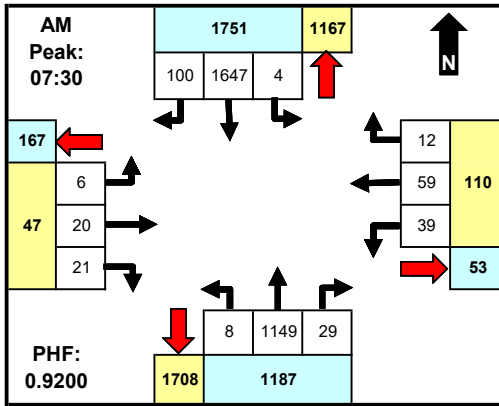
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg		East Leg		South Leg		West Leg		INTSEC								
	CW	CCW	CW	CCW	CW	CCW	CW	CCW									
20:00									0								
20:15									0								
20:30									0								
20:45									0								
21:00									0								
21:15									0								
21:30									0								
21:45									0								
22:00									0								
22:15									0								
22:30									0								
22:45									0								
23:00									0								
23:15									0								
23:30									0								
23:45									0								
Total	70	8	77	15	56	5	91	5	76	7	136	17	96	15	112	11	797
AM Peak Hr:																	7:30
Pk Vol	14	2	7	1	6	1	32	0	16	0	27	2	19	1	21	1	150
MID Peak Hr:																	12:00
Pk Vol	11	2	8	2	9	0	5	1	16	4	18	4	21	1	8	2	112
PM Peak Hr:																	16:30
Pk Vol	14	2	15	5	11	0	11	0	12	2	21	0	26	2	23	4	148



Intersection ID: 1805126
Count Date: 11/29/2018

N 7TH ST & E PALM LN



Time	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	N 7TH ST	E PALM LN			N 7TH ST	E PALM LN			N 7TH ST	E PALM LN			N 7TH ST	E PALM LN			
	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
2:30																	0
2:45																	0
3:00																	0
3:15																	0
3:30																	0
3:45																	0
4:00																	0
4:15																	0
4:30																	0
4:45																	0
5:00																	0
5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30	1	280	4	0	5	2	1	0	1	122	3	0	1	1	0	0	421
6:45	0	368	4	0	4	4	4	0	1	158	1	0	1	1	3	0	549
7:00	1	371	18	0	6	4	1	0	1	186	3	0	4	4	0	0	599
7:15	0	425	20	0	5	7	2	0	1	266	4	0	2	6	3	0	741
7:30	1	423	24	0	9	14	5	0	1	253	7	0	2	6	0	0	745
7:45	1	413	23	0	10	10	0	0	3	362	7	1	3	5	3	0	841
8:00	1	391	23	0	12	19	3	0	2	254	6	0	0	4	9	0	724
8:15	1	420	30	0	8	16	4	0	2	280	9	0	1	5	9	0	785
8:30																	0
8:45																	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
11:00	1	240	9	0	4	1	0	0	8	260	5	0	11	0	7	0	546
11:15	1	232	10	0	4	2	3	0	6	274	4	0	13	3	14	0	566
11:30	1	236	10	0	8	4	1	0	7	260	7	0	9	3	8	0	554
11:45	2	247	11	0	3	4	8	0	8	281	6	0	9	4	5	0	588
12:00	4	255	9	0	4	2	5	0	5	302	3	0	12	3	15	0	619
12:15	2	234	12	0	7	3	2	0	15	309	5	0	8	6	6	0	609
12:30	1	278	8	0	5	3	2	0	7	282	7	0	10	3	12	0	618
12:45	6	279	17	0	3	4	3	0	7	264	4	0	5	3	8	0	603
13:00																	0
13:15																	0
13:30																	0
13:45																	0
14:00																	0
14:15																	0
14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	4	261	15	0	9	14	12	0	2	422	9	0	18	6	15	0	787
16:15	0	270	22	0	8	28	12	0	1	460	7	0	24	16	13	0	861
16:30	0	254	12	0	6	27	12	0	2	477	7	0	13	16	16	0	842
16:45	1	252	12	0	5	32	34	0	2	452	10	0	25	12	19	0	856
17:00	0	253	9	0	3	35	28	0	0	516	12	0	18	6	12	0	892
17:15	0	267	12	0	11	30	23	0	0	510	3	0	19	15	10	0	900
17:30	0	252	9	0	7	29	34	0	4	483	14	0	14	15	8	0	869
17:45	2	253	4	1	5	25	25	0	1	471	10	0	18	6	7	0	828
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
19:45																	0



Intersection ID: 1805126
Count Date: 11/29/2018

N 7TH ST & E PALM LN

From North (SB) From East (WB) From South (NB) From West (EB) INTSEC
N 7TH ST E PALM LN N 7TH ST E PALM LN

↓	07	7508	100
7508	8145		

	North		East		South		West		Total
	App	Dep	App	Dep	App	Dep	App	Dep	
AM	1751	1167	110	53	1187	1708	47	167	3095
MID	1105	1204	43	47	1210	1106	91	92	2449
PM	1067	2156	271	88	2006	1099	173	174	3517
Total	7513	8369	694	333	8145	7508	591	733	16943

20:00																			0
20:15																			0
20:30																			0
20:45																			0
21:00																			0
21:15																			0
21:30																			0
21:45																			0
22:00																			0
22:15																			0
22:30																			0
22:45																			0
23:00																			0
23:15																			0
23:30																			0
23:45																			0
Total	31	7154	327	1	151	319	224	0	87	7904	153	1	240	149	202	0		16943	

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

AM Peak Hr:																			7:30
Pk Vol	4	1647	100	0	39	59	12	0	8	1149	29	1	6	20	21	0		3095	
PHF	1.000	0.973	0.833	n/a	0.813	0.776	0.600	n/a	0.667	0.794	0.806	0.250	0.500	0.833	0.583	n/a		0.920	
MID Peak Hr:																			12:00
Pk Vol	13	1046	46	0	19	12	12	0	34	1157	19	0	35	15	41	0		2449	
PHF	0.542	0.937	0.676	n/a	0.679	0.750	0.600	n/a	0.567	0.936	0.679	n/a	0.729	0.625	0.683	n/a		0.989	
PM Peak Hr:																			16:45
Pk Vol	1	1024	42	0	26	126	119	0	6	1961	39	0	76	48	49	0		3517	
PHF	0.250	0.959	0.875	n/a	0.591	0.900	0.875	n/a	0.375	0.950	0.696	n/a	0.760	0.800	0.645	n/a		0.977	



Intersection ID: 1805126
Count Date: 11/29/2018

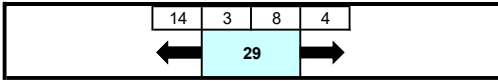
N 7TH ST & E PALM LN

Table with columns for Time, North Leg (CW, CCW), East Leg (CW, CCW), South Leg (CW, CCW), West Leg (CW, CCW), INTSEC, and TOTAL. Includes AM, MID, and PM peak diagrams and a total summary table.



Intersection ID: 1805126
Count Date: 11/29/2018

N 7TH ST & E PALM LN



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	1	3	0	2	4	3	5	8	26
MID	1	2	1	1	4	1	8	10	28
PM	1	6	3	6	3	4	10	11	44
Total	10	14	14	17	17	12	44	51	179

CW = Clockwise
CCW = Counter-clockwise

Comments

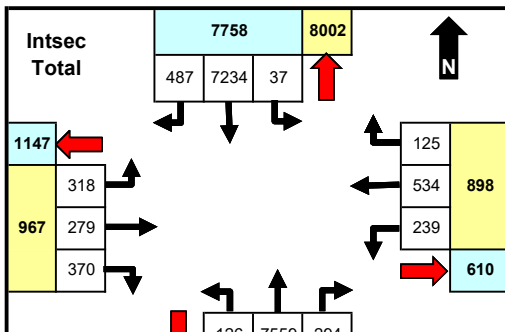
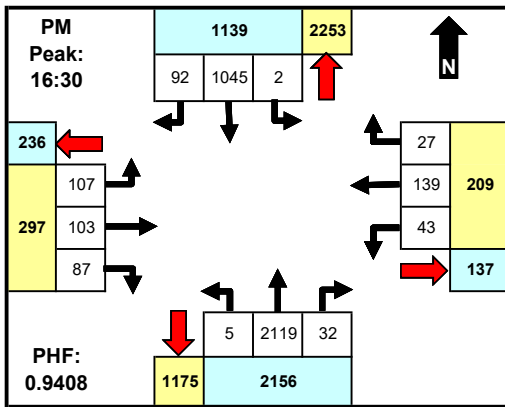
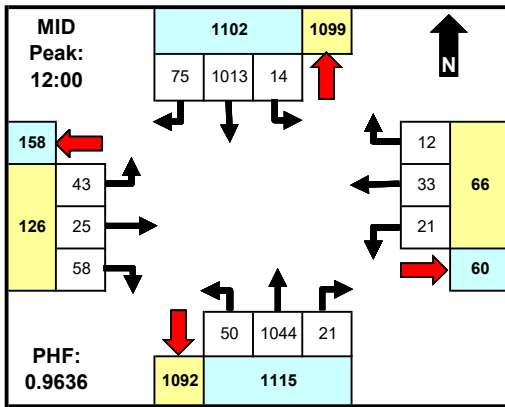
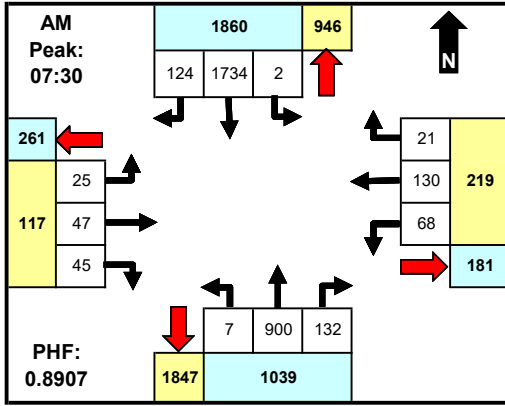
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg		East Leg		South Leg		West Leg		INTSEC								
	CW	CCW	CW	CCW	CW	CCW	CW	CCW									
20:00									0								
20:15									0								
20:30									0								
20:45									0								
21:00									0								
21:15									0								
21:30									0								
21:45									0								
22:00									0								
22:15									0								
22:30									0								
22:45									0								
23:00									0								
23:15									0								
23:30									0								
23:45									0								
Total	9	1	10	4	9	5	12	5	14	3	8	4	34	10	35	16	179
AM Peak Hr:																	7:30
Pk Vol	1	0	1	2	0	0	1	1	3	1	3	0	4	1	6	2	26
MID Peak Hr:																	12:00
Pk Vol	1	0	1	1	0	1	0	1	4	0	0	1	8	0	3	7	28
PM Peak Hr:																	16:45
Pk Vol	1	0	6	0	1	2	5	1	1	2	1	3	9	1	9	2	44



Intersection ID: 1805127
Count Date: 11/29/2018

N 7TH ST & E VIRGINIA AVE



Time	From North (SB)				From East (WB)				From South (NB)				From West (EB)				TOTAL
	N 7TH ST				E VIRGINIA AVE				N 7TH ST				E VIRGINIA AVE				
	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
2:30																	0
2:45																	0
3:00																	0
3:15																	0
3:30																	0
3:45																	0
4:00																	0
4:15																	0
4:30																	0
4:45																	0
5:00																	0
5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30	0	302	12	0	3	10	4	0	1	117	8	0	1	4	3	0	465
6:45	0	366	18	0	4	15	4	0	0	125	9	0	4	2	6	0	553
7:00	0	405	12	0	17	17	2	0	4	168	15	0	5	3	7	0	655
7:15	0	428	18	0	17	22	4	0	0	203	16	0	5	4	13	0	730
7:30	0	449	35	0	20	38	4	0	0	198	41	0	6	11	14	0	816
7:45	1	452	26	0	25	36	11	0	4	273	51	0	5	13	11	0	908
8:00	1	395	36	0	14	33	3	0	1	211	27	0	7	16	10	0	754
8:15	0	438	27	0	9	23	3	0	2	218	13	0	7	7	10	0	757
8:30																	0
8:45																	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
11:00	2	234	17	0	1	7	4	0	10	239	5	0	9	11	16	0	555
11:15	5	222	14	0	2	3	5	0	20	248	10	0	11	2	20	0	562
11:30	4	207	16	0	10	5	3	0	8	230	7	0	19	5	13	0	527
11:45	7	235	16	0	6	5	4	0	8	269	3	0	12	6	18	0	589
12:00	2	241	17	0	2	5	3	0	16	258	4	0	12	8	14	0	582
12:15	4	244	17	0	4	6	4	0	13	277	4	0	7	4	13	0	597
12:30	3	260	19	0	6	9	3	0	10	261	4	0	11	7	12	0	605
12:45	5	268	22	0	9	13	2	0	11	248	9	0	13	6	19	0	625
13:00																	0
13:15																	0
13:30																	0
13:45																	0
14:00																	0
14:15																	0
14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	286	17	0	11	32	9	0	5	423	11	0	28	16	27	0	865
16:15	1	244	21	0	6	38	6	0	3	495	9	0	19	14	21	0	877
16:30	0	266	19	0	18	38	8	0	2	481	9	0	27	27	21	0	916
16:45	0	263	30	0	3	23	6	0	1	536	7	0	19	15	16	0	919
17:00	1	266	27	0	16	36	9	0	1	558	6	0	33	29	28	0	1010
17:15	1	250	16	0	6	42	4	0	1	544	10	0	28	32	22	0	956
17:30	0	258	19	0	13	47	11	0	1	477	7	0	15	19	20	0	887
17:45	0	255	16	0	17	31	9	0	4	502	9	0	15	18	16	0	892
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
19:45																	0



Intersection ID: 1805127
Count Date: 11/29/2018

N 7TH ST & E VIRGINIA AVE

	120	1338	294
	7843	7979	

	North		East		South		West		Total
	App	Dep	App	Dep	App	Dep	App	Dep	
AM	1860	946	219	181	1039	1847	117	261	3235
MID	1102	1099	66	60	1115	1092	126	158	2409
PM	1139	2253	209	137	2156	1175	297	236	3801
Total	7758	8002	898	610	7979	7843	967	1147	17602

Comments

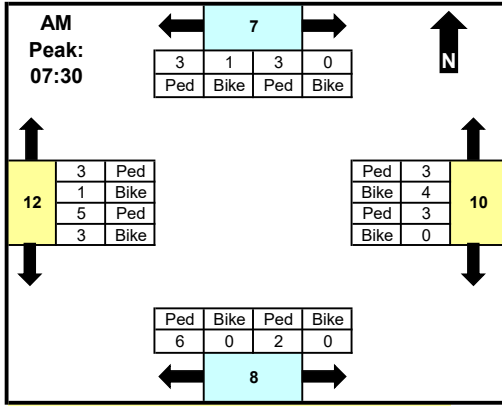
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB) N 7TH ST				From East (WB) E VIRGINIA AVE				From South (NB) N 7TH ST				From West (EB) E VIRGINIA AVE				INTSEC
20:00																	0
20:15																	0
20:30																	0
20:45																	0
21:00																	0
21:15																	0
21:30																	0
21:45																	0
22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	37	7234	487	0	239	534	125	0	126	7559	294	0	318	279	370	0	17602
AM Peak Hr:																	7:30
Pk Vol	2	1734	124	0	68	130	21	0	7	900	132	0	25	47	45	0	3235
PHF	0.500	0.959	0.861	n/a	0.680	0.855	0.477	n/a	0.438	0.824	0.647	n/a	0.893	0.734	0.804	n/a	0.891
MID Peak Hr:																	12:00
Pk Vol	14	1013	75	0	21	33	12	0	50	1044	21	0	43	25	58	0	2409
PHF	0.700	0.945	0.852	n/a	0.583	0.635	0.750	n/a	0.781	0.942	0.583	n/a	0.827	0.781	0.763	n/a	0.964
PM Peak Hr:																	16:30
Pk Vol	2	1045	92	0	43	139	27	0	5	2119	32	0	107	103	87	0	3801
PHF	0.500	0.982	0.767	n/a	0.597	0.827	0.750	n/a	0.625	0.949	0.800	n/a	0.811	0.805	0.777	n/a	0.941

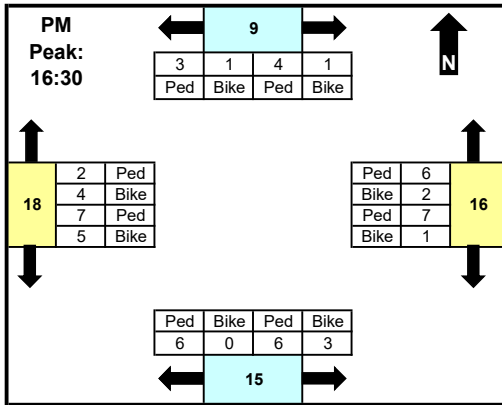
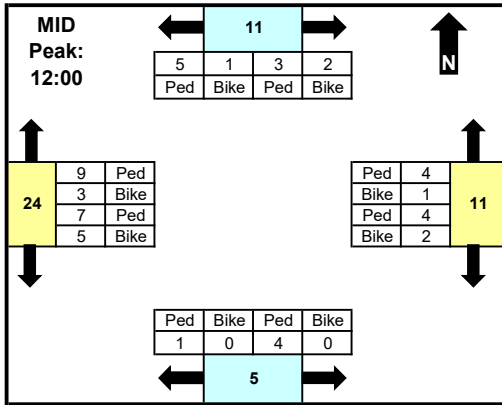


Intersection ID: 1805127
Count Date: 11/29/2018

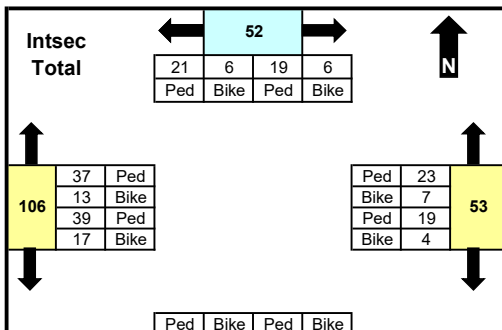
N 7TH ST & E VIRGINIA AVE



	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	6	8	8	6	8	6	6	8
Bike	-	0	-	1	-	4	-	4



	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	7	12	12	7	9	13	13	9
Bike	-	3	-	2	-	3	-	9

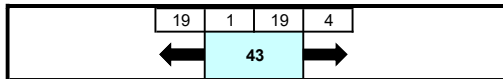


Time	North Leg		East Leg		South Leg		West Leg		INTSEC							
	CW	CCW	CW	CCW	CW	CCW	CW	CCW								
0:00									0							
0:15									0							
0:30									0							
0:45									0							
1:00									0							
1:15									0							
1:30									0							
1:45									0							
2:00									0							
2:15									0							
2:30									0							
2:45									0							
3:00									0							
3:15									0							
3:30									0							
3:45									0							
4:00									0							
4:15									0							
4:30									0							
4:45									0							
5:00									0							
5:15									0							
5:30									0							
5:45									0							
6:00									0							
6:15									0							
6:30	0	0	2	0	0	0	2	0	1	0	0	0	0	1	0	6
6:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15	0	0	0	0	1	0	1	0	0	2	0	0	0	2	0	6
7:30	0	0	1	0	1	0	1	1	0	0	0	1	0	1	1	7
7:45	1	0	0	0	0	0	1	1	3	0	2	0	1	0	3	12
8:00	1	0	1	1	0	0	0	1	0	0	0	0	0	1	1	6
8:15	1	0	1	0	2	0	1	2	2	0	0	0	1	1	0	12
8:30																0
8:45																0
9:00																0
9:15																0
9:30																0
9:45																0
10:00																0
10:15																0
10:30																0
10:45																0
11:00	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	5
11:15	1	0	0	0	0	0	0	0	1	0	0	6	0	6	1	15
11:30	3	0	4	0	0	1	0	0	0	0	0	2	0	3	1	14
11:45	0	0	1	0	0	0	2	0	0	0	0	1	0	4	1	10
12:00	1	1	2	1	1	0	1	0	0	1	0	2	1	3	3	17
12:15	1	0	0	0	0	2	1	0	0	0	0	2	0	2	0	8
12:30	1	1	3	0	3	0	3	0	1	0	1	0	4	2	0	20
12:45	0	0	0	0	0	0	0	0	0	2	0	1	0	2	1	6
13:00																0
13:15																0
13:30																0
13:45																0
14:00																0
14:15																0
14:30																0
14:45																0
15:00																0
15:15																0
15:30																0
15:45																0
16:00	1	1	0	1	1	0	1	0	4	0	1	0	3	1	0	15
16:15	1	0	1	0	1	0	2	0	1	0	2	0	1	0	2	11
16:30	2	0	1	0	2	0	4	0	2	0	2	0	1	1	3	21
16:45	2	1	2	0	4	0	1	0	4	0	3	1	0	2	2	23
17:00	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	4
17:15	0	0	0	0	1	1	1	2	0	0	0	2	1	0	1	10
17:30	1	0	0	0	1	0	1	0	0	1	0	0	7	0	0	11
17:45	1	2	2	1	0	0	0	0	0	1	0	1	0	4	0	12
18:00																0
18:15																0
18:30																0
18:45																0
19:00																0
19:15																0
19:30																0
19:45																0



Intersection ID: 1805127
Count Date: 11/29/2018

N 7TH ST & E VIRGINIA AVE



	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	3	4	3	7	6	2	4	8	37
MID	5	6	6	5	1	4	12	12	51
PM	5	4	8	8	6	9	6	12	58
Total	25	27	23	30	20	23	50	56	254

CW = Clockwise
CCW = Counter-clockwise

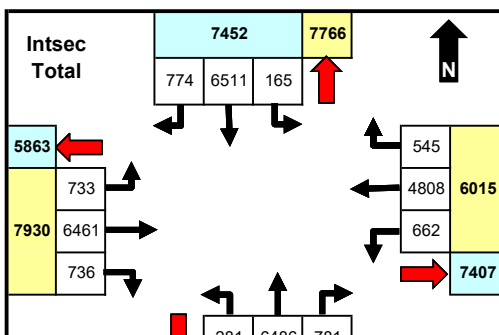
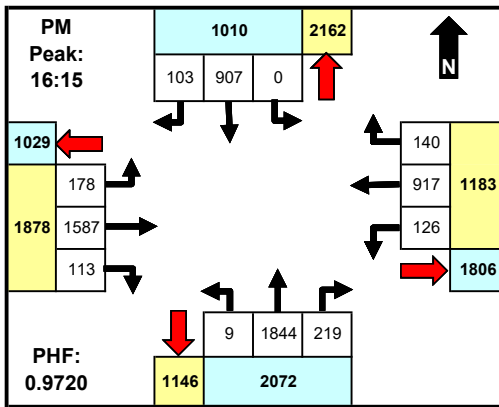
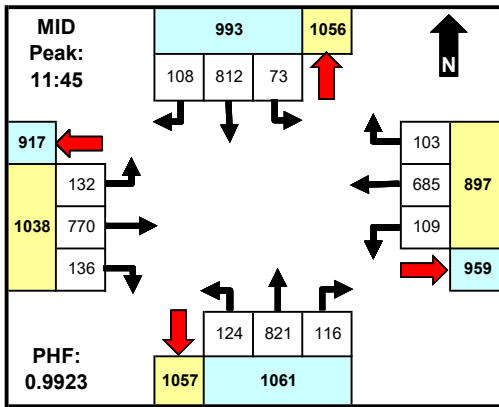
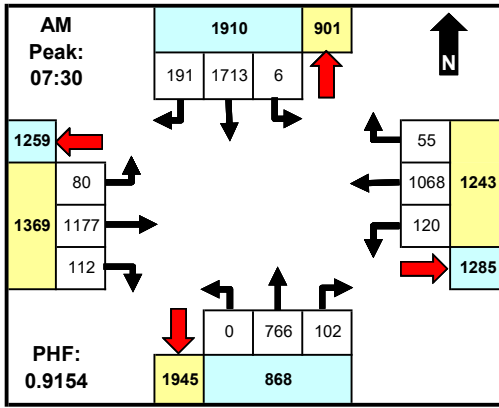
Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg		East Leg		South Leg		West Leg		INTSEC								
	CW	CCW	CW	CCW	CW	CCW	CW	CCW									
20:00									0								
20:15									0								
20:30									0								
20:45									0								
21:00									0								
21:15									0								
21:30									0								
21:45									0								
22:00									0								
22:15									0								
22:30									0								
22:45									0								
23:00									0								
23:15									0								
23:30									0								
23:45									0								
Total	19	6	21	6	19	4	23	7	19	1	19	4	37	13	39	17	254
AM Peak Hr:																	7:30
Pk Vol	3	0	3	1	3	0	3	4	6	0	2	0	3	1	5	3	37
MID Peak Hr:																	12:00
Pk Vol	3	2	5	1	4	2	4	1	1	0	4	0	9	3	7	5	51
PM Peak Hr:																	16:30
Pk Vol	4	1	3	1	7	1	6	2	6	0	6	3	2	4	7	5	58

Intersection ID: 1805128
Count Date: 11/29/2018

N 7TH ST & E THOMAS RD



Time	From North (SB) N 7TH ST				From East (WB) E THOMAS RD				From South (NB) N 7TH ST				From West (EB) E THOMAS RD				TOTAL
	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
2:30																	0
2:45																	0
3:00																	0
3:15																	0
3:30																	0
3:45																	0
4:00																	0
4:15																	0
4:30																	0
4:45																	0
5:00																	0
5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30	1	303	24	0	12	126	10	0	0	104	13	0	9	180	19	0	801
6:45	1	333	32	0	17	159	9	0	0	89	10	0	10	206	30	0	896
7:00	1	394	31	0	25	156	8	0	0	165	14	0	19	206	15	0	1034
7:15	1	407	38	0	19	228	11	0	0	159	25	0	21	279	33	0	1221
7:30	3	453	36	0	30	242	11	0	0	182	15	0	16	278	26	0	1292
7:45	0	433	52	0	32	298	13	0	0	224	38	0	21	329	32	0	1472
8:00	2	436	62	0	29	242	14	0	0	190	22	0	20	269	25	0	1311
8:15	1	391	41	0	29	286	17	0	0	170	27	0	23	301	29	0	1315
8:30																	0
8:45																	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
11:00	18	169	23	1	34	164	24	0	31	186	30	0	26	182	38	0	926
11:15	15	185	23	1	24	143	24	0	36	191	31	0	24	181	38	0	916
11:30	18	147	24	0	34	153	25	0	29	162	31	1	24	182	48	0	878
11:45	20	200	24	0	29	171	21	0	33	211	27	0	39	202	26	0	1003
12:00	13	190	33	0	23	152	33	0	38	201	25	0	33	211	39	0	991
12:15	24	197	22	0	29	184	26	0	19	207	27	0	30	183	42	0	990
12:30	16	225	29	0	28	178	23	0	34	202	37	0	30	174	29	0	1005
12:45	25	221	32	0	35	163	21	0	31	191	31	0	31	164	37	0	982
13:00																	0
13:15																	0
13:30																	0
13:45																	0
14:00																	0
14:15																	0
14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	5	239	45	0	27	166	29	0	10	397	36	0	44	328	31	0	1357
16:15	0	213	26	0	28	254	38	0	5	427	39	0	41	430	35	0	1536
16:30	0	230	27	0	33	228	34	0	1	473	59	0	41	354	25	0	1505
16:45	0	231	30	0	33	265	50	0	2	456	48	0	37	403	25	0	1580
17:00	0	233	20	0	32	170	18	0	1	488	73	0	59	400	28	0	1522
17:15	1	221	36	0	21	204	26	0	3	496	42	0	49	370	30	0	1499
17:30	0	222	23	0	30	228	27	0	5	465	42	0	56	358	32	0	1488
17:45	0	238	41	0	29	248	33	0	3	450	39	0	30	291	24	0	1426
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
19:45																	0



Intersection ID: 1805128
Count Date: 11/29/2018

N 7TH ST & E THOMAS RD

From North (SB) From East (WB) From South (NB) From West (EB) INTSEC
N 7TH ST E THOMAS RD N 7TH ST E THOMAS RD

↓	201	0400	701
7910	7549		

	North		East		South		West		Total
	App	Dep	App	Dep	App	Dep	App	Dep	
AM	1910	901	1243	1285	868	1945	1369	1259	5390
MID	993	1056	897	959	1061	1057	1038	917	3989
PM	1010	2162	1183	1806	2072	1146	1878	1029	6143
Total	7452	7766	6015	7407	7549	7910	7930	5863	28946

20:00																			0
20:15																			0
20:30																			0
20:45																			0
21:00																			0
21:15																			0
21:30																			0
21:45																			0
22:00																			0
22:15																			0
22:30																			0
22:45																			0
23:00																			0
23:15																			0
23:30																			0
23:45																			0
Total	165	6511	774	2	662	4808	545	0	281	6486	781	1	733	6461	736	0			28946

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

AM Peak Hr:																			7:30
Pk Vol	6	1713	191	0	120	1068	55	0	0	766	102	0	80	1177	112	0			5390
PHF	0.500	0.945	0.770	n/a	0.938	0.896	0.809	n/a	n/a	0.855	0.671	n/a	0.870	0.894	0.875	n/a			0.915
MID Peak Hr:																			11:45
Pk Vol	73	812	108	0	109	685	103	0	124	821	116	0	132	770	136	0			3989
PHF	0.760	0.902	0.818	n/a	0.940	0.931	0.780	n/a	0.816	0.973	0.784	n/a	0.846	0.912	0.810	n/a			0.992
PM Peak Hr:																			16:15
Pk Vol	0	907	103	0	126	917	140	0	9	1844	219	0	178	1587	113	0			6143
PHF	n/a	0.973	0.858	n/a	0.955	0.865	0.700	n/a	0.450	0.945	0.750	n/a	0.754	0.923	0.807	n/a			0.972



Intersection ID: 1805128
Count Date: 11/29/2018

N 7TH ST & E THOMAS RD

AM Peak: 07:30

← 21 →			
8	2	11	0
Ped	Bike	Ped	Bike

↑	19	8	Ped
↑	0	0	Bike
↓	11	0	Ped
↓	0	0	Bike

Ped	4
Bike	1

↑	7	Ped	4
↑	0	0	Bike
↓	1	0	Ped
↓	1	0	Bike

Ped	Bike	Ped	Bike
7	1	29	1

← 38 →			
--------	--	--	--

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	19	36	36	19	19	5	5
Bike	-	2	-	2	-	2	0

MID Peak: 11:45

← 13 →			
6	0	6	1
Ped	Bike	Ped	Bike

↑	23	6	Ped
↑	0	0	Bike
↓	13	4	Ped
↓	4	0	Bike

Ped	9
Bike	0

↑	14	Ped	9
↑	0	0	Bike
↓	4	0	Ped
↓	1	0	Bike

Ped	Bike	Ped	Bike
4	1	8	1

← 14 →			
--------	--	--	--

PM Peak: 16:15

← 11 →			
5	1	4	1
Ped	Bike	Ped	Bike

↑	20	9	Ped
↑	0	0	Bike
↓	11	0	Ped
↓	0	0	Bike

Ped	6
Bike	0

↑	8	Ped	6
↑	0	0	Bike
↓	2	0	Ped
↓	0	0	Bike

Ped	Bike	Ped	Bike
7	2	6	2

← 17 →			
--------	--	--	--

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Ped	9	13	13	9	20	8	8
Bike	-	4	-	2	-	0	0

Intsec Total

← 71 →			
35	6	27	3
Ped	Bike	Ped	Bike

↑	115	43	Ped
↑	0	0	Bike
↓	64	8	Ped
↓	8	0	Bike

Ped	30
Bike	2

↑	56	Ped	30
↑	0	0	Bike
↓	5	0	Ped
↓	5	0	Bike

Ped	Bike	Ped	Bike
-----	------	-----	------

Time	North Leg		East Leg		South Leg		West Leg		INTSEC								
	CW	CCW	CW	CCW	CW	CCW	CW	CCW									
0:00									0								
0:15									0								
0:30									0								
0:45									0								
1:00									0								
1:15									0								
1:30									0								
1:45									0								
2:00									0								
2:15									0								
2:30									0								
2:45									0								
3:00									0								
3:15									0								
3:30									0								
3:45									0								
4:00									0								
4:15									0								
4:30									0								
4:45									0								
5:00									0								
5:15									0								
5:30									0								
5:45									0								
6:00									0								
6:15									0								
6:30	0	0	2	0	2	0	1	0	0	2	0	2	0	3	0	12	
6:45	0	0	0	0	0	1	1	0	1	1	3	0	0	0	3	0	10
7:00	0	0	0	0	2	0	0	0	0	0	4	0	3	0	1	0	10
7:15	0	0	4	0	4	0	0	0	5	1	2	0	0	1	0	17	
7:30	2	0	0	2	0	0	0	1	1	1	9	1	2	0	2	0	21
7:45	7	0	2	0	0	1	2	0	2	0	10	0	3	0	5	0	32
8:00	1	0	6	0	1	0	1	0	4	0	5	0	1	0	2	0	21
8:15	1	0	0	0	0	0	1	0	0	0	5	0	2	0	2	0	11
8:30																	0
8:45																	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
11:00	0	1	2	1	0	0	1	0	0	0	4	0	0	0	4	0	13
11:15	0	0	0	1	2	1	0	0	1	0	1	0	1	0	2	2	11
11:30	0	0	1	1	0	1	1	0	2	1	1	0	4	0	1	1	14
11:45	2	0	1	0	0	0	1	0	2	0	1	0	0	0	3	0	10
12:00	1	0	0	0	2	1	1	0	0	1	2	0	0	0	5	3	16
12:15	2	1	2	0	0	0	7	0	1	0	4	0	3	0	5	1	26
12:30	1	0	3	0	2	0	0	0	1	0	1	1	3	0	0	0	12
12:45	1	0	1	0	0	0	1	0	1	0	1	0	3	0	2	0	10
13:00																	0
13:15																	0
13:30																	0
13:45																	0
14:00																	0
14:15																	0
14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	2	0	2	0	2	0	2	0	3	0	3	2	1	0	5	1	23
16:15	0	0	0	0	0	0	3	0	2	0	0	1	2	0	0	0	8
16:30	3	0	1	0	0	0	2	0	0	1	6	1	1	0	6	0	21
16:45	0	1	3	1	2	0	1	0	5	1	0	0	4	0	2	0	20
17:00	1	0	1	0	0	0	0	0	0	0	0	0	2	0	3	0	7
17:15	1	0	0	0	0	0	2	1	0	0	4	0	1	0	0	0	9
17:30	1	0	4	0	0	0	1	0	2	0	1	0	4	0	4	0	17
17:45	1	0	0	0	0	0	1	0	2	0	5	0	1	0	3	0	13
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
19:45																	0



Intersection ID: 1805128
Count Date: 11/29/2018

N 7TH ST & E THOMAS RD

35	7	74	6
←		→	
122			

	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	11	10	2	5	8	30	8	11	85
MID	7	6	5	9	5	9	6	17	64
PM	5	6	2	6	9	8	9	11	56
Total	30	41	24	32	42	80	43	72	364

CW = Clockwise
CCW = Counter-clockwise

Comments

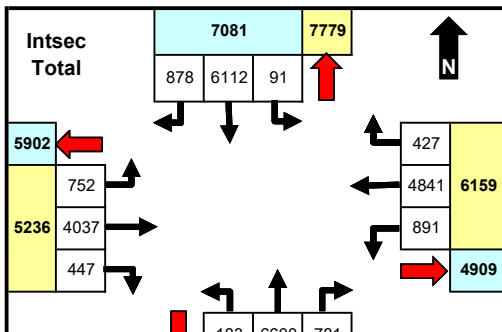
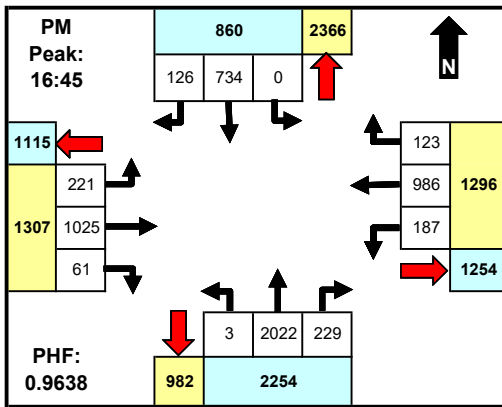
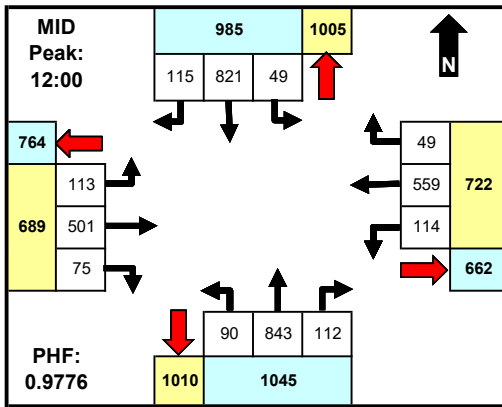
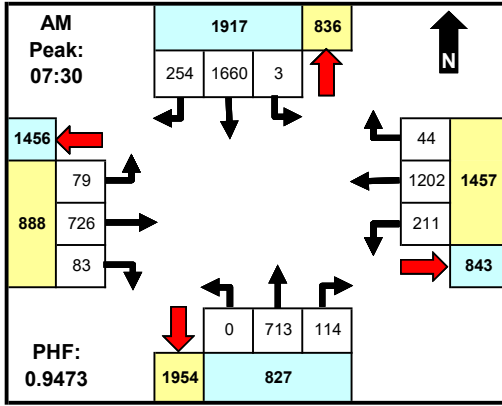
Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg		East Leg		South Leg		West Leg		INTSEC								
	CW	CCW	CW	CCW	CW	CCW	CW	CCW									
20:00									0								
20:15									0								
20:30									0								
20:45									0								
21:00									0								
21:15									0								
21:30									0								
21:45									0								
22:00									0								
22:15									0								
22:30									0								
22:45									0								
23:00									0								
23:15									0								
23:30									0								
23:45									0								
Total	27	3	35	6	19	5	30	2	35	7	74	6	43	0	64	8	364
AM Peak Hr:																7:30	
Pk Vol	11	0	8	2	1	1	4	1	7	1	29	1	8	0	11	0	85
MID Peak Hr:																11:45	
Pk Vol	6	1	6	0	4	1	9	0	4	1	8	1	6	0	13	4	64
PM Peak Hr:																16:15	
Pk Vol	4	1	5	1	2	0	6	0	7	2	6	2	9	0	11	0	56



Intersection ID: 1805129
Count Date: 11/29/2018

N 7TH ST & E OSBORN RD



Time	From North (SB) N 7TH AVE				From East (WB) E OSBORN RD				From South (NB) N 7TH AVE				From West (EB) E OSBORN RD				TOTAL
	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
2:30																	0
2:45																	0
3:00																	0
3:15																	0
3:30																	0
3:45																	0
4:00																	0
4:15																	0
4:30																	0
4:45																	0
5:00																	0
5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30	0	278	30	0	17	117	2	0	0	94	7	0	9	85	17	0	656
6:45	2	358	38	0	26	134	10	0	0	95	10	0	10	86	13	0	782
7:00	0	366	43	0	32	175	5	0	0	148	8	0	10	130	17	0	934
7:15	0	441	52	0	45	254	9	0	0	160	20	0	11	125	21	0	1138
7:30	0	426	49	0	44	308	10	0	0	159	33	0	15	195	23	0	1262
7:45	0	450	71	0	55	302	12	0	0	191	35	0	26	178	23	0	1343
8:00	1	384	64	0	65	325	11	0	0	175	20	0	20	201	19	0	1285
8:15	2	400	70	0	47	267	11	0	0	188	26	0	18	152	18	0	1199
8:30																	0
8:45																	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
11:00	8	175	12	0	21	110	18	0	21	188	22	0	24	91	17	0	707
11:15	11	177	23	0	23	89	11	0	22	170	21	0	28	114	28	0	717
11:30	9	153	25	0	22	112	15	0	24	178	27	0	18	113	22	0	718
11:45	9	190	33	0	21	111	10	0	18	214	18	0	29	111	31	0	795
12:00	8	185	30	0	29	141	11	0	21	224	29	0	36	136	16	0	866
12:15	16	199	32	0	18	123	9	0	25	205	30	0	29	133	23	0	842
12:30	13	196	28	0	37	147	16	0	23	210	21	0	30	112	20	0	853
12:45	12	241	25	0	30	148	13	0	21	204	32	0	18	120	16	0	880
13:00																	0
13:15																	0
13:30																	0
13:45																	0
14:00																	0
14:15																	0
14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	214	36	0	45	273	29	0	2	391	48	0	55	229	12	0	1334
16:15	0	179	32	0	29	252	30	0	0	468	59	0	52	247	13	0	1361
16:30	0	158	23	0	40	221	53	0	0	477	47	0	51	268	19	0	1357
16:45	0	195	21	0	51	248	34	0	0	505	68	0	54	230	11	0	1417
17:00	0	175	32	0	43	267	35	0	0	502	52	0	56	305	16	0	1483
17:15	0	184	45	0	49	209	32	0	1	540	62	0	59	238	16	0	1435
17:30	0	180	28	0	44	262	22	0	2	475	47	0	52	252	18	0	1382
17:45	0	208	36	0	58	246	19	0	3	439	39	0	42	186	18	0	1294
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
19:45																	0



Intersection ID: 1805129
Count Date: 11/29/2018

N 7TH ST & E OSBORN RD

↓	103	5000	701
7450	7564		

	North		East		South		West		Total
	App	Dep	App	Dep	App	Dep	App	Dep	
AM	1917	836	1457	843	827	1954	888	1456	5089
MID	985	1005	722	662	1045	1010	689	764	3441
PM	860	2366	1296	1254	2254	982	1307	1115	5717
Total	7081	7779	6159	4909	7564	7450	5236	5902	26040

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB) N 7TH AVE			From East (WB) E OSBORN RD			From South (NB) N 7TH AVE			From West (EB) E OSBORN RD			INTSEC				
20:00													0				
20:15													0				
20:30													0				
20:45													0				
21:00													0				
21:15													0				
21:30													0				
21:45													0				
22:00													0				
22:15													0				
22:30													0				
22:45													0				
23:00													0				
23:15													0				
23:30													0				
23:45													0				
Total	91	6112	878	0	891	4841	427	0	183	6600	781	0	752	4037	447	0	26040
AM Peak Hr:													7:30				
Pk Vol	3	1660	254	0	211	1202	44	0	0	713	114	0	79	726	83	0	5089
PHF	0.375	0.922	0.894	n/a	0.812	0.925	0.917	n/a	n/a	0.933	0.814	n/a	0.760	0.903	0.902	n/a	0.947
MID Peak Hr:													12:00				
Pk Vol	49	821	115	0	114	559	49	0	90	843	112	0	113	501	75	0	3441
PHF	0.766	0.852	0.898	n/a	0.770	0.944	0.766	n/a	0.900	0.941	0.875	n/a	0.785	0.921	0.815	n/a	0.978
PM Peak Hr:													16:45				
Pk Vol	0	734	126	0	187	986	123	0	3	2022	229	0	221	1025	61	0	5717
PHF	n/a	0.941	0.700	n/a	0.917	0.923	0.879	n/a	0.375	0.936	0.842	n/a	0.936	0.840	0.847	n/a	0.964



Intersection ID: 1805129
Count Date: 11/29/2018

N 7TH AVE & E OSBORN RD

AM Peak: 07:30

9			
2	3	3	1
Ped	Bike	Ped	Bike

8	Ped
0	Bike
2	Ped
2	Bike

Ped	0
Bike	0
Ped	1
Bike	1

Ped	Bike	Ped	Bike
0	0	0	0

0			
---	--	--	--

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR	
Ped	5	0	0	5	10	1	1	10
Bike	-	0	-	4	-	1	-	2

MID Peak: 12:00

19			
8	2	8	1
Ped	Bike	Ped	Bike

5	Ped
1	Bike
11	Ped
1	Bike

Ped	7
Bike	2
Ped	5
Bike	2

Ped	Bike	Ped	Bike
5	0	6	1

12			
----	--	--	--

PM Peak: 16:45

10			
4	1	3	2
Ped	Bike	Ped	Bike

7	Ped
3	Bike
3	Ped
0	Bike

Ped	10
Bike	8
Ped	1
Bike	0

Ped	Bike	Ped	Bike
2	0	10	5

17			
----	--	--	--

EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR	
Ped	7	12	12	7	10	11	11	10
Bike	-	5	-	3	-	8	-	3

Intsec Total

81			
33	14	22	12
Ped	Bike	Ped	Bike

31	Ped
9	Bike
26	Ped
6	Bike

Ped	26
Bike	11
Ped	10
Bike	5

Ped	Bike	Ped	Bike
-----	------	-----	------

Time	North Leg		East Leg		South Leg		West Leg		INTSEC
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
0:00									0
0:15									0
0:30									0
0:45									0
1:00									0
1:15									0
1:30									0
1:45									0
2:00									0
2:15									0
2:30									0
2:45									0
3:00									0
3:15									0
3:30									0
3:45									0
4:00									0
4:15									0
4:30									0
4:45									0
5:00									0
5:15									0
5:30									0
5:45									0
6:00									0
6:15									0
6:30	2	0	0	0	0	0	0	0	2
6:45	1	0	0	0	0	0	0	0	2
7:00	0	0	5	2	0	0	0	0	10
7:15	0	1	0	0	2	0	0	0	5
7:30	1	0	1	0	1	0	0	0	4
7:45	2	1	1	2	0	1	0	0	10
8:00	0	0	0	0	0	0	0	0	7
8:15	0	0	0	1	0	0	0	0	2
8:30									0
8:45									0
9:00									0
9:15									0
9:30									0
9:45									0
10:00									0
10:15									0
10:30									0
10:45									0
11:00	0	0	0	1	0	0	1	0	9
11:15	1	0	1	0	0	1	0	1	12
11:30	1	0	1	2	0	0	0	0	8
11:45	1	1	2	0	0	0	1	0	11
12:00	0	0	3	0	1	2	0	0	8
12:15	3	0	2	0	4	0	5	0	26
12:30	1	1	3	0	1	0	1	0	11
12:45	4	0	0	2	0	1	0	1	20
13:00									0
13:15									0
13:30									0
13:45									0
14:00									0
14:15									0
14:30									0
14:45									0
15:00									0
15:15									0
15:30									0
15:45									0
16:00	0	2	2	0	1	0	0	1	9
16:15	1	2	4	0	0	0	1	0	10
16:30	0	1	4	2	0	0	3	0	15
16:45	0	1	0	0	0	6	1	0	16
17:00	2	0	2	0	1	0	3	1	17
17:15	0	1	0	1	0	0	3	1	16
17:30	1	0	2	0	0	0	1	1	10
17:45	1	1	0	1	0	0	0	0	4
18:00									0
18:15									0
18:30									0
18:45									0
19:00									0
19:15									0
19:30									0
19:45									0



Intersection ID: 1805129
Count Date: 11/29/2018

N 7TH AVE & E OSBORN RD

North Leg East Leg South Leg West Leg INTSEC

CW CCW CW CCW CW CCW CW CCW

12	0	19	8
←		→	
39			

	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	4	5	2	0	0	0	8	4	23
MID	9	10	7	9	5	7	6	12	65
PM	5	5	1	18	2	15	10	3	59
Total	34	47	15	37	12	27	40	32	244

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

20:00																		0	
20:15																			0
20:30																			0
20:45																			0
21:00																			0
21:15																			0
21:30																			0
21:45																			0
22:00																			0
22:15																			0
22:30																			0
22:45																			0
23:00																			0
23:15																			0
23:30																			0
23:45																			0
Total	22	12	33	14	10	5	26	11	12	0	19	8	31	9	26	6		244	

AM Peak Hr:																		7:30
Pk Vol	3	1	2	3	1	1	0	0	0	0	0	0	0	8	0	2	2	23
MID Peak Hr:																		12:00
Pk Vol	8	1	8	2	5	2	7	2	5	0	6	1	5	1	11	1	1	65
PM Peak Hr:																		16:45
Pk Vol	3	2	4	1	1	0	10	8	2	0	10	5	7	3	3	0		59

Appendix C

Existing Conditions Capacity Analysis Results

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘↗	↑↑↑	↗	↘	↑↑↑	
Traffic Volume (vph)	122	801	351	289	714	38	641	1116	311	253	1311	69
Future Volume (vph)	122	801	351	289	714	38	641	1116	311	253	1311	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.99		0.95	0.99	1.00		0.99		0.95	0.99	1.00	
Frt			0.850		0.992				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5036	0	3433	5085	1583	1770	5030	0
Flt Permitted	0.274			0.239			0.950			0.144		
Satd. Flow (perm)	507	5085	1500	440	5036	0	3412	5085	1498	267	5030	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			268		9				229		8	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		534			580			605			313	
Travel Time (s)		36.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	21		43	43		21	40		38	38		40
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	127	834	366	301	744	40	668	1163	324	264	1366	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	834	366	301	784	0	668	1163	324	264	1438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

06/15/2020

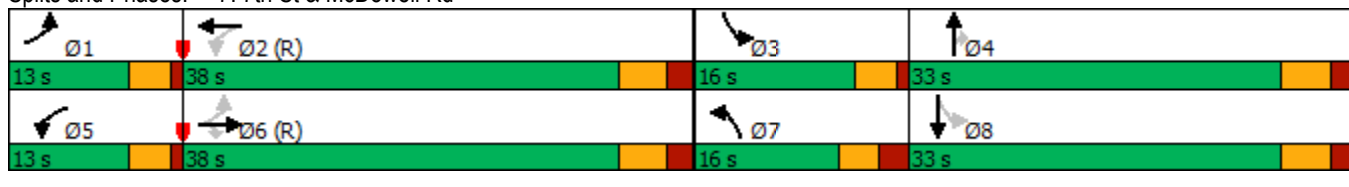


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	13.0	38.0	38.0	13.0	38.0		16.0	33.0	33.0	16.0	33.0	
Total Split (s)	13.0	38.0	38.0	13.0	38.0		16.0	33.0	33.0	16.0	33.0	
Total Split (%)	13.0%	38.0%	38.0%	13.0%	38.0%		16.0%	33.0%	33.0%	16.0%	33.0%	
Maximum Green (s)	9.0	32.4	32.4	9.0	32.4		10.7	27.7	27.7	12.0	27.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		45	45		24			39	39		42	
Act Effct Green (s)	42.4	32.4	32.4	43.6	33.0		10.7	27.7	27.7	41.0	27.7	
Actuated g/C Ratio	0.42	0.32	0.32	0.44	0.33		0.11	0.28	0.28	0.41	0.28	
v/c Ratio	0.40	0.51	0.55	0.97	0.47		1.82	0.83	0.56	0.91	1.03	
Control Delay	19.1	28.6	11.1	66.9	27.5		408.0	39.9	13.5	59.7	67.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	19.1	28.6	11.1	66.9	27.5		408.0	39.9	13.5	59.7	67.6	
LOS	B	C	B	E	C		F	D	B	E	E	
Approach Delay		22.9			38.5			150.0			66.4	
Approach LOS		C			D			F			E	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 82 (82%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.82
 Intersection Signal Delay: 81.1
 Intersection LOS: F
 Intersection Capacity Utilization 104.8%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings

11: Palm Ln & 7th St

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↑↑↑			↑↑↑	
Traffic Volume (vph)	6	20	22	39	59	12	0	1149	30	0	1648	100
Future Volume (vph)	6	20	22	39	59	12	0	1149	30	0	1648	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.939			0.985			0.996			0.991	
Flt Protected		0.993			0.983							
Satd. Flow (prot)	0	1719	0	0	1800	0	0	5062	0	0	5020	0
Flt Permitted		0.969			0.887							
Satd. Flow (perm)	0	1677	0	0	1619	0	0	5062	0	0	5020	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			5			7			17	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	2		6	6		2	10		1	1		10
Confl. Bikes (#/hr)			1			2			1			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	22	24	42	64	13	0	1249	33	0	1791	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	119	0	0	1282	0	0	1900	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	25.8	25.8		25.8	25.8			23.6			23.6	
Total Split (s)	35.0	35.0		35.0	35.0			85.0			85.0	
Total Split (%)	29.2%	29.2%		29.2%	29.2%			70.8%			70.8%	
Maximum Green (s)	30.2	30.2		30.2	30.2			80.4			80.4	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			5.0			5.0	
Pedestrian Calls (#/hr)	11	11		11	11			15			15	

Lanes, Volumes, Timings
11: Palm Ln & 7th St

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		30.2			30.2			80.4			80.4	
Actuated g/C Ratio		0.25			0.25			0.67			0.67	
v/c Ratio		0.12			0.29			0.38			0.56	
Control Delay		22.5			37.0			9.1			2.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.5			37.0			9.1			2.7	
LOS		C			D			A			A	
Approach Delay		22.5			37.0			9.1			2.7	
Approach LOS		C			D			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	6.7
Intersection LOS:	A
Intersection Capacity Utilization	59.5%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	47	45	68	134	21	0	900	132	0	1734	124
Future Volume (vph)	25	47	45	68	134	21	0	900	132	0	1734	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	115		0	250		0	250		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	1.00			0.99			1.00	
Fr _t		0.926			0.979			0.981			0.990	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	1705	0	1770	1818	0	0	4963	0	0	5019	0
Fl _t Permitted	0.546			0.678								
Satd. Flow (perm)	1011	1705	0	1250	1818	0	0	4963	0	0	5019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			6			49			20	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		586			642			2652			1316	
Travel Time (s)		13.3			17.5			51.7			25.6	
Confl. Peds. (#/hr)	6		8	8		6	8		6	6		8
Confl. Bikes (#/hr)						1			4			4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	53	51	76	151	24	0	1011	148	0	1948	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	104	0	76	175	0	0	1159	0	0	2087	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2			2	
Detector Template	Left	Thru		Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100		20	100			100			100	
Trailing Detector (ft)	0	0		0	0			0			0	
Detector 1 Position(ft)	0	0		0	0			0			0	
Detector 1 Size(ft)	20	6		20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Detector Phase	2	2		2	2			1			1	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0			15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0			23.6			23.6	
Total Split (s)	35.0	35.0		35.0	35.0			85.0			85.0	
Total Split (%)	29.2%	29.2%		29.2%	29.2%			70.8%			70.8%	
Maximum Green (s)	30.0	30.0		30.0	30.0			80.4			80.4	
Yellow Time (s)	3.2	3.2		3.2	3.2			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Recall Mode	Max	Max		Max	Max			C-Max			C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0			11.0			11.0	
Pedestrian Calls (#/hr)	22	22		22	22			15			15	
Act Effct Green (s)	30.0	30.0		30.0	30.0			80.4			80.4	
Actuated g/C Ratio	0.25	0.25		0.25	0.25			0.67			0.67	
v/c Ratio	0.11	0.24		0.24	0.38			0.35			0.62	
Control Delay	36.3	30.5		38.5	38.9			11.2			1.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	36.3	30.5		38.5	38.9			11.2			1.8	
LOS	D	C		D	D			B			A	
Approach Delay		31.7			38.8			11.2			1.8	
Approach LOS		C			D			B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 108 (90%), Referenced to phase 1:NBSB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 8.5
 Intersection Capacity Utilization 65.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕			↕↕↕			↕↕↕	
Traffic Volume (vph)	80	1177	112	120	1068	55	0	766	102	0	1713	191
Future Volume (vph)	80	1177	112	120	1068	55	0	766	102	0	1713	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	225		0	250		0	250		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.987			0.993			0.982			0.985	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	4991	0	1770	3508	0	0	4982	0	0	4990	0
Flt Permitted	0.094			0.090								
Satd. Flow (perm)	175	4991	0	168	3508	0	0	4982	0	0	4990	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			5			25			20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		602			641			1316			2652	
Travel Time (s)		11.7			12.5			25.6			51.7	
Confl. Peds. (#/hr)	19		36	36		19	19		5	5		19
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1279	122	130	1161	60	0	833	111	0	1862	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1401	0	130	1221	0	0	944	0	0	2070	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2			2	
Detector Template	Left	Thru		Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100		20	100			100			100	
Trailing Detector (ft)	0	0		0	0			0			0	
Detector 1 Position(ft)	0	0		0	0			0			0	
Detector 1 Size(ft)	20	6		20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

06/15/2020

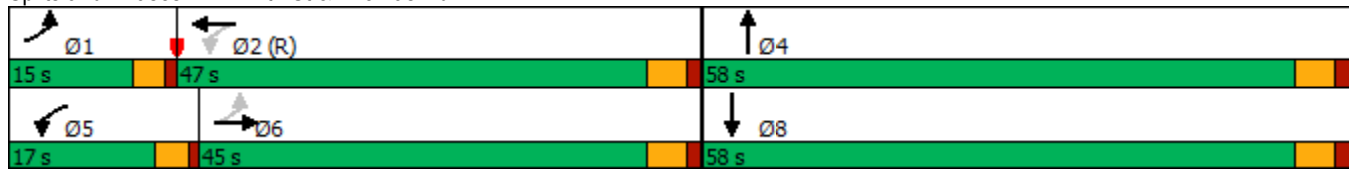


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2			4			8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0			15.0			15.0	
Minimum Split (s)	9.5	30.1		17.0	30.1			31.2			31.2	
Total Split (s)	15.0	45.0		17.0	47.0			58.0			58.0	
Total Split (%)	12.5%	37.5%		14.2%	39.2%			48.3%			48.3%	
Maximum Green (s)	11.0	39.9		13.0	41.9			52.8			52.8	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5			1.6			1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Recall Mode	None	None		None	C-Max			None			None	
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		16.0			16.0			17.0			17.0	
Pedestrian Calls (#/hr)		38			21			7			19	
Act Effct Green (s)	52.3	42.6		55.7	44.3			52.8			52.8	
Actuated g/C Ratio	0.44	0.36		0.46	0.37			0.44			0.44	
v/c Ratio	0.46	0.79		0.60	0.94			0.43			0.94	
Control Delay	25.4	38.5		32.6	51.5			20.5			49.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	25.4	38.5		32.6	51.5			20.5			49.0	
LOS	C	D		C	D			C			D	
Approach Delay		37.7			49.7			20.5			49.0	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	51 (43%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	41.7
Intersection LOS:	D
Intersection Capacity Utilization	85.2%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	726	83	211	1202	44	0	713	114	0	1660	255
Future Volume (vph)	79	726	83	211	1202	44	0	713	114	0	1660	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	160		0	250		0	250		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor					1.00			1.00			1.00	
Fr _t		0.985			0.995			0.979			0.980	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	3486	0	1770	3519	0	0	4969	0	0	4963	0
Fl _t Permitted	0.095			0.152								
Satd. Flow (perm)	177	3486	0	283	3519	0	0	4969	0	0	4963	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			3			34				32
Link Speed (mph)		35			35			35				35
Link Distance (ft)		678			659			2652				345
Travel Time (s)		13.2			12.8			51.7				6.7
Confl. Peds. (#/hr)	5					5	10		1	1		10
Confl. Bikes (#/hr)						4			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	84	772	88	224	1279	47	0	759	121	0	1766	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	860	0	224	1326	0	0	880	0	0	2037	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2				2
Detector Template	Left	Thru		Left	Thru			Thru				Thru
Leading Detector (ft)	20	100		20	100			100				100
Trailing Detector (ft)	0	0		0	0			0				0
Detector 1 Position(ft)	0	0		0	0			0				0
Detector 1 Size(ft)	20	6		20	6			6				6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0				0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0				0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0				0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

06/15/2020

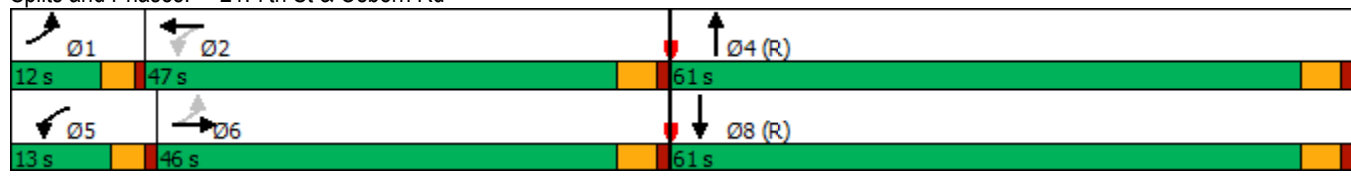


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2			4			8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0			15.0			15.0	
Minimum Split (s)	9.5	25.9		9.5	25.9			24.8			24.8	
Total Split (s)	12.0	46.0		13.0	47.0			61.0			61.0	
Total Split (%)	10.0%	38.3%		10.8%	39.2%			50.8%			50.8%	
Maximum Green (s)	8.0	41.1		9.0	42.1			56.2			56.2	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.2			1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.8			4.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Recall Mode	None	None		None	Max			C-Max			C-Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		13.0			13.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			9			2			12	
Act Effct Green (s)	49.6	41.1		52.7	44.6			56.2			56.2	
Actuated g/C Ratio	0.41	0.34		0.44	0.37			0.47			0.47	
v/c Ratio	0.49	0.72		0.95	1.01			0.38			0.87	
Control Delay	28.5	37.9		72.8	66.4			24.9			33.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	28.5	37.9		72.8	66.4			24.9			33.3	
LOS	C	D		E	E			C			C	
Approach Delay		37.1			67.3			24.9			33.3	
Approach LOS		D			E			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 115 (96%), Referenced to phase 4:NBT and 8:SBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 42.3
 Intersection LOS: D
 Intersection Capacity Utilization 88.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
7: 7th St & McDowell Rd

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘↗	↑↑↑	↗	↘	↑↑↑	
Traffic Volume (vph)	181	947	346	274	1021	120	540	1667	296	158	911	102
Future Volume (vph)	181	947	346	274	1021	120	540	1667	296	158	911	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	1.00		0.95	0.99	0.99		0.98		0.96	1.00	0.99	
Frt			0.850		0.984				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4978	0	3433	5085	1583	1770	4968	0
Flt Permitted	0.123			0.126			0.950			0.131		
Satd. Flow (perm)	228	5085	1504	233	4978	0	3381	5085	1519	244	4968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			352		17				203		15	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		642			580			605			313	
Travel Time (s)		43.8			11.3			11.8			6.1	
Confl. Peds. (#/hr)	29		33	33		29	49		22	22		49
Confl. Bikes (#/hr)			2			7						6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	986	360	285	1064	125	563	1736	308	165	949	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	986	360	285	1189	0	563	1736	308	165	1055	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

06/15/2020

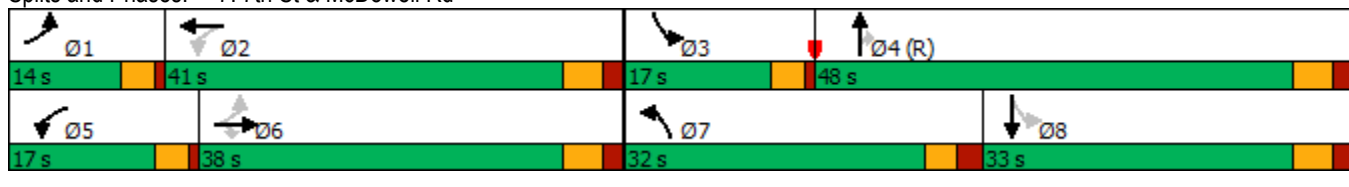


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	9.5	37.6	37.6	9.5	37.6		10.3	32.3	32.3	9.5	32.3	
Total Split (s)	14.0	38.0	38.0	17.0	41.0		32.0	48.0	48.0	17.0	33.0	
Total Split (%)	11.7%	31.7%	31.7%	14.2%	34.2%		26.7%	40.0%	40.0%	14.2%	27.5%	
Maximum Green (s)	10.0	32.4	32.4	13.0	35.4		26.7	42.7	42.7	13.0	27.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	None	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		35	35		36			22	22		55	
Act Effct Green (s)	44.0	32.4	32.4	50.0	35.4		23.9	44.5	44.5	43.0	30.5	
Actuated g/C Ratio	0.37	0.27	0.27	0.42	0.30		0.20	0.37	0.37	0.36	0.25	
v/c Ratio	0.89	0.72	0.54	1.08	0.80		0.82	0.92	0.45	0.72	0.83	
Control Delay	67.1	43.2	7.4	108.9	43.5		56.7	45.6	12.0	45.1	42.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	67.1	43.2	7.4	108.9	43.5		56.7	45.6	12.0	45.1	42.3	
LOS	E	D	A	F	D		E	D	B	D	D	
Approach Delay		37.7			56.2			44.0			42.7	
Approach LOS		D			E			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	101 (84%), Referenced to phase 4:NBT, Start of Green
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.08
Intersection Signal Delay:	45.0
Intersection LOS:	D
Intersection Capacity Utilization	95.8%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↑↑↑			↑↑	
Traffic Volume (vph)	76	49	49	26	126	119	0	1961	39	0	1024	42
Future Volume (vph)	76	49	49	26	126	119	0	1961	39	0	1024	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.962			0.941			0.997			0.994	
Flt Protected		0.979			0.995							
Satd. Flow (prot)	0	1745	0	0	1726	0	0	6383	0	0	3504	0
Flt Permitted		0.577			0.960							
Satd. Flow (perm)	0	1026	0	0	1665	0	0	6383	0	0	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			18			7			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	7		2	2		7	18		6	6		18
Confl. Bikes (#/hr)			5						3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	78	50	50	27	129	121	0	2001	40	0	1045	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	277	0	0	2041	0	0	1088	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Minimum Split (s)	25.8	25.8		25.8	25.8			23.6			23.6	
Total Split (s)	35.0	35.0		35.0	35.0			85.0			85.0	
Total Split (%)	29.2%	29.2%		29.2%	29.2%			70.8%			70.8%	
Maximum Green (s)	30.2	30.2		30.2	30.2			80.4			80.4	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.8			4.8			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			5.0			5.0	
Pedestrian Calls (#/hr)	14	14		14	14			28			28	

Lanes, Volumes, Timings

11: Palm Ln & 7th St

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		30.2			30.2			80.4			80.4	
Actuated g/C Ratio		0.25			0.25			0.67			0.67	
v/c Ratio		0.66			0.64			0.48			0.46	
Control Delay		49.7			45.2			2.7			5.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		49.7			45.2			2.7			5.2	
LOS		D			D			A			A	
Approach Delay		49.7			45.2			2.7			5.2	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	63 (53%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	9.1
Intersection LOS:	A
Intersection Capacity Utilization	66.6%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	103	87	43	140	27	0	2119	32	0	1045	93
Future Volume (vph)	107	103	87	43	140	27	0	2119	32	0	1045	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	115		0	250		0	250		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor	0.99	0.99		0.99	1.00			1.00			1.00	
Fr _t		0.931			0.976			0.998			0.988	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	1708	0	1770	1811	0	0	6389	0	0	3482	0
Fl _t Permitted	0.527			0.477								
Satd. Flow (perm)	974	1708	0	878	1811	0	0	6389	0	0	3482	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			7			5			18	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		827			642			2652			1316	
Travel Time (s)		18.8			17.5			51.7			25.6	
Confl. Peds. (#/hr)	7		12	12		7	9		13	13		9
Confl. Bikes (#/hr)			3			2			3			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	108	92	45	147	28	0	2231	34	0	1100	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	200	0	45	175	0	0	2265	0	0	1198	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2			2	
Detector Template	Left	Thru		Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100		20	100			100			100	
Trailing Detector (ft)	0	0		0	0			0			0	
Detector 1 Position(ft)	0	0		0	0			0			0	
Detector 1 Size(ft)	20	6		20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2								
Detector Phase	2	2		2	2			1			1	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0			15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0			23.6			23.6	
Total Split (s)	32.0	32.0		32.0	32.0			88.0			88.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%			73.3%			73.3%	
Maximum Green (s)	27.0	27.0		27.0	27.0			83.4			83.4	
Yellow Time (s)	3.2	3.2		3.2	3.2			3.6			3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8			1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			4.6			4.6	
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes			Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Recall Mode	Max	Max		Max	Max			C-Max			C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0			11.0			11.0	
Pedestrian Calls (#/hr)	24	24		24	24			34			34	
Act Effct Green (s)	27.0	27.0		27.0	27.0			83.4			83.4	
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.70			0.70	
v/c Ratio	0.52	0.49		0.23	0.42			0.51			0.49	
Control Delay	50.4	38.2		41.7	41.9			15.4			10.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	50.4	38.2		41.7	41.9			15.4			10.6	
LOS	D	D		D	D			B			B	
Approach Delay		42.6			41.9			15.4			10.6	
Approach LOS		D			D			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 112 (93%), Referenced to phase 1:NBSB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 17.6
 Intersection Capacity Utilization 76.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑			↑↑↑			↑↑	
Traffic Volume (vph)	178	1587	113	126	917	140	0	1844	219	0	907	103
Future Volume (vph)	178	1587	113	126	917	140	0	1844	219	0	907	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	225		0	250		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.990			0.980			0.984			0.985	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	5024	0	1770	3457	0	0	6290	0	0	3472	0
Flt Permitted	0.087			0.092								
Satd. Flow (perm)	162	5024	0	171	3457	0	0	6290	0	0	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			16			30			12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		839			641			1316			2652	
Travel Time (s)		16.3			12.5			25.6			51.7	
Confl. Peds. (#/hr)	9		13	13		9	20		8	8		20
Confl. Bikes (#/hr)			4			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	184	1636	116	130	945	144	0	1901	226	0	935	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1752	0	130	1089	0	0	2127	0	0	1041	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2				2
Detector Template	Left	Thru		Left	Thru			Thru				Thru
Leading Detector (ft)	20	100		20	100			100				100
Trailing Detector (ft)	0	0		0	0			0				0
Detector 1 Position(ft)	0	0		0	0			0				0
Detector 1 Size(ft)	20	6		20	6			6				6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0				0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0				0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0				0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

06/15/2020

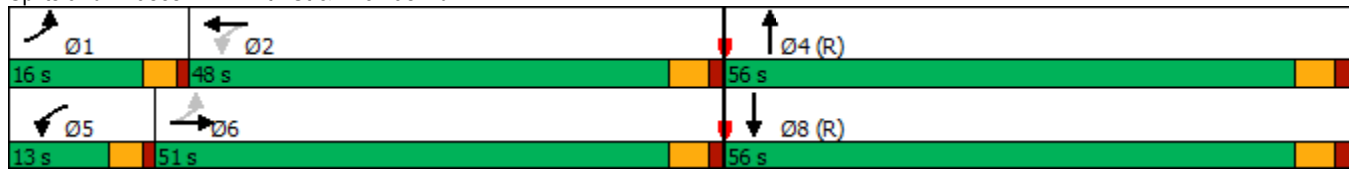


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2			4			8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0			15.0			15.0	
Minimum Split (s)	9.5	30.1		9.5	30.1			31.2			31.2	
Total Split (s)	16.0	51.0		13.0	48.0			56.0			56.0	
Total Split (%)	13.3%	42.5%		10.8%	40.0%			46.7%			46.7%	
Maximum Green (s)	12.0	45.9		9.0	42.9			50.8			50.8	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5			1.6			1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Recall Mode	None	Max		None	Max			C-Max			C-Max	
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		16.0			16.0			17.0			17.0	
Pedestrian Calls (#/hr)		17			11			8			20	
Act Effct Green (s)	58.7	46.2		53.3	43.5			50.8			50.8	
Actuated g/C Ratio	0.49	0.38		0.44	0.36			0.42			0.42	
v/c Ratio	0.80	0.90		0.68	0.86			0.79			0.71	
Control Delay	49.9	42.3		39.9	43.4			35.8			17.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	49.9	42.3		39.9	43.4			35.8			17.4	
LOS	D	D		D	D			D			B	
Approach Delay		43.0			43.0			35.8			17.4	
Approach LOS		D			D			D			B	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 24 (20%), Referenced to phase 4:NBT and 8:SBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 36.4
 Intersection LOS: D
 Intersection Capacity Utilization 82.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

06/15/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	1025	61	187	986	123	0	2022	229	0	734	126
Future Volume (vph)	221	1025	61	187	986	123	0	2022	229	0	734	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	160		0	250		0	250		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Fr _t		0.992			0.983			0.985			0.978	
Fl _t Protected	0.950			0.950								
Satd. Flow (prot)	1770	3504	0	1770	3469	0	0	6289	0	0	3446	0
Fl _t Permitted	0.085			0.091								
Satd. Flow (perm)	158	3504	0	170	3469	0	0	6289	0	0	3446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			13			28			20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		889			659			2652			1500	
Travel Time (s)		17.3			12.8			51.7			29.2	
Confl. Peds. (#/hr)	7		12	12		7	10		11	11		10
Confl. Bikes (#/hr)			5			3			8			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	230	1068	64	195	1027	128	0	2106	239	0	765	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	1132	0	195	1155	0	0	2345	0	0	896	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2				2
Detector Template	Left	Thru		Left	Thru			Thru				Thru
Leading Detector (ft)	20	100		20	100			100				100
Trailing Detector (ft)	0	0		0	0			0				0
Detector 1 Position(ft)	0	0		0	0			0				0
Detector 1 Size(ft)	20	6		20	6			6				6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0				0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0				0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0				0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lanes, Volumes, Timings
 21: 7th St & Osborn Rd

06/15/2020

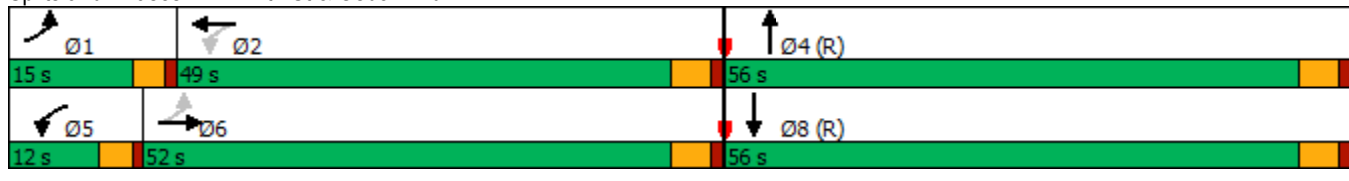


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2			4			8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0			15.0			15.0	
Minimum Split (s)	9.5	25.9		9.5	25.9			24.8			24.8	
Total Split (s)	15.0	52.0		12.0	49.0			56.0			56.0	
Total Split (%)	12.5%	43.3%		10.0%	40.8%			46.7%			46.7%	
Maximum Green (s)	11.0	47.1		8.0	44.1			51.2			51.2	
Yellow Time (s)	3.0	3.6		3.0	3.6			3.6			3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3			1.2			1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9			4.8			4.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Recall Mode	None	Max		None	Max			C-Max			C-Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		13.0			13.0			12.0			12.0	
Pedestrian Calls (#/hr)		12			10			16			18	
Act Effct Green (s)	59.0	47.1		53.0	44.1			51.2			51.2	
Actuated g/C Ratio	0.49	0.39		0.44	0.37			0.43			0.43	
v/c Ratio	1.02	0.82		1.08	0.90			0.87			0.60	
Control Delay	96.5	38.6		116.9	46.2			33.4			28.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	96.5	38.6		116.9	46.2			33.4			28.1	
LOS	F	D		F	D			C			C	
Approach Delay		48.3			56.4			33.4			28.1	
Approach LOS		D			E			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 105 (88%), Referenced to phase 4:NBT and 8:SBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 41.2
 Intersection LOS: D
 Intersection Capacity Utilization 88.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 21: 7th St & Osborn Rd


































Appendix D

Alternate Configurations Capacity Analysis Results

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 1_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	  			  	
Traffic Volume (vph)	122	801	351	289	714	38	520	1250	311	160	1250	69
Future Volume (vph)	122	801	351	289	714	38	520	1250	311	160	1250	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.99		0.94	0.99	1.00		0.99		0.94	0.99	1.00	
Frt			0.850		0.992				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5035	0	3433	5085	1583	1770	5027	0
Flt Permitted	0.296			0.186			0.950			0.122		
Satd. Flow (perm)	547	5085	1487	343	5035	0	3406	5085	1485	226	5027	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			314		7				266		7	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		534			580			605			313	
Travel Time (s)		36.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	21		43	43		21	40		38	38		40
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	127	834	366	301	744	40	542	1302	324	167	1302	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	834	366	301	784	0	542	1302	324	167	1374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 1_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	13.0	38.0	38.0	13.0	38.0		16.0	33.0	33.0	16.0	33.0	
Total Split (s)	13.0	39.0	39.0	18.0	44.0		25.0	44.0	44.0	19.0	38.0	
Total Split (%)	10.8%	32.5%	32.5%	15.0%	36.7%		20.8%	36.7%	36.7%	15.8%	31.7%	
Maximum Green (s)	9.0	33.4	33.4	14.0	38.4		19.7	38.7	38.7	15.0	32.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		45	45		24			39	39		42	
Act Effct Green (s)	43.7	33.4	33.4	53.0	38.7		19.7	41.6	41.6	46.1	32.7	
Actuated g/C Ratio	0.36	0.28	0.28	0.44	0.32		0.16	0.35	0.35	0.38	0.27	
v/c Ratio	0.44	0.59	0.57	0.95	0.48		0.96	0.74	0.47	0.69	1.00	
Control Delay	25.8	39.4	10.4	65.2	33.6		79.8	37.9	9.1	38.3	53.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	25.8	39.4	10.4	65.2	33.6		79.8	37.9	9.1	38.3	53.4	
LOS	C	D	B	E	C		E	D	A	D	D	
Approach Delay		30.1			42.3			44.1			51.8	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	58	204	30	154	176		217	323	30	55	410	
Queue Length 95th (ft)	99	250	122	#316	218		#328	393	111	123	#514	
Internal Link Dist (ft)		454			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	292	1415	640	317	1629		563	1764	689	285	1374	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.43	0.59	0.57	0.95	0.48		0.96	0.74	0.47	0.59	1.00	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	9 (8%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.00
Intersection Signal Delay:	42.7
Intersection LOS:	D

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

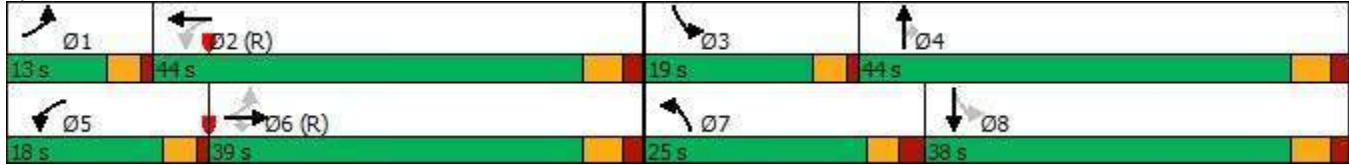
McDowell to Osborn_Option 1_AM Peak

Intersection Capacity Utilization 100.2% ICU Level of Service G

Analysis Period (min) 15





















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

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 1_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	20	22	39	59	12	20	1080	30	20	1550	100
Future Volume (vph)	6	20	22	39	59	12	20	1080	30	20	1550	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.939			0.985			0.996			0.991	
Flt Protected		0.993			0.983		0.950			0.950		
Satd. Flow (prot)	0	1721	0	0	1800	0	1652	4724	0	1652	4684	0
Flt Permitted		0.963			0.875		0.950			0.950		
Satd. Flow (perm)	0	1669	0	0	1599	0	1645	4724	0	1651	4684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			5			4			11	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	2		6	6		2	10		1	1		10
Confl. Bikes (#/hr)			1			2			1			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	22	24	42	64	13	22	1174	33	22	1685	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	119	0	22	1207	0	22	1794	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 1_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		15.0	15.0	
Minimum Split (s)	35.8	35.8		35.8	35.8		25.8	25.8		23.6	23.6	
Total Split (s)	36.0	36.0		36.0	36.0		26.0	60.2		23.8	58.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%		21.7%	50.2%		19.8%	48.3%	
Maximum Green (s)	31.2	31.2		31.2	31.2		21.2	55.4		19.2	53.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.8	1.8		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.8	4.8		4.6	4.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			13.0			5.0	
Pedestrian Calls (#/hr)	11	11		11	11			11			15	
Act Effct Green (s)		19.1			19.1		7.2	83.5		15.0	83.8	
Actuated g/C Ratio		0.16			0.16		0.06	0.70		0.12	0.70	
v/c Ratio		0.19			0.46		0.22	0.37		0.11	0.55	
Control Delay		25.0			47.0		56.2	13.8		67.5	2.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		25.0			47.0		56.2	13.8		67.5	2.2	
LOS		C			D		E	B		E	A	
Approach Delay		25.0			47.0			14.6			3.0	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		21			85		15	1		18	30	
Queue Length 95th (ft)		50			125		m17	395		m25	36	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)							250			250		
Base Capacity (vph)		451			419		291	3287		264	3273	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.12			0.28		0.08	0.37		0.08	0.55	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 11 (9%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55

Lanes, Volumes, Timings
 11: Palm Ln & 7th St

McDowell to Osborn_Option 1_AM Peak

Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 1_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	47	45	68	134	21	50	820	132	50	1670	124
Future Volume (vph)	25	47	45	68	134	21	50	820	132	50	1670	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	115		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	1.00		1.00	0.99		1.00	1.00	
Frt		0.926			0.979			0.979			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1707	0	1770	1819	0	1652	4623	0	1652	4683	0
Flt Permitted	0.551			0.680			0.950			0.950		
Satd. Flow (perm)	1021	1707	0	1257	1819	0	1649	4623	0	1646	4683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			6			39			15	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		586			642			2652			1316	
Travel Time (s)		13.3			17.5			51.7			25.6	
Confl. Peds. (#/hr)	6		8	8		6	8		6	6		8
Confl. Bikes (#/hr)						1			4			4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	53	51	76	151	24	56	921	148	56	1876	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	104	0	76	175	0	56	1069	0	56	2015	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 1_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		9.5	29.0		9.5	23.6	
Total Split (s)	36.0	36.0		36.0	36.0		14.8	69.2		14.8	69.2	
Total Split (%)	30.0%	30.0%		30.0%	30.0%		12.3%	57.7%		12.3%	57.7%	
Maximum Green (s)	31.0	31.0		31.0	31.0		10.3	64.2		10.3	64.6	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.2		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.0		4.5	4.6	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	C-Max		None	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			16.0			11.0	
Pedestrian Calls (#/hr)	22	22		22	22			22			15	
Act Effct Green (s)	31.0	31.0		31.0	31.0		8.7	67.2		9.4	68.2	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.07	0.56		0.08	0.57	
v/c Ratio	0.11	0.22		0.23	0.37		0.47	0.41		0.44	0.76	
Control Delay	35.4	23.5		37.5	37.9		73.9	15.4		31.8	6.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.4	23.5		37.5	37.9		73.9	15.4		31.8	6.2	
LOS	D	C		D	D		E	B		C	A	
Approach Delay		26.0			37.8			18.3			6.9	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	17	39		47	108		43	301		37	92	
Queue Length 95th (ft)	42	85		89	172		73	1		m40	m91	
Internal Link Dist (ft)		506			562			2572			1236	
Turn Bay Length (ft)	150			115			250			250		
Base Capacity (vph)	263	469		324	474		141	2604		141	2668	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.22		0.23	0.37		0.40	0.41		0.40	0.76	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 70 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76

Lanes, Volumes, Timings
 14: 7th St & Virginia Ave

McDowell to Osborn_Option 1_AM Peak

Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 75.7%	ICU Level of Service D
Analysis Period (min) 15	






















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 1_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1177	112	120	1068	55	80	720	102	140	1550	191
Future Volume (vph)	80	1177	112	120	1068	55	80	720	102	140	1550	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	270		0	225		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00			1.00		1.00	1.00	
Frt		0.987			0.993			0.981			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4996	0	1770	3509	0	1652	4644	0	1652	4651	0
Flt Permitted	0.104			0.094			0.098			0.192		
Satd. Flow (perm)	193	4996	0	175	3509	0	170	4644	0	333	4651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			5			23			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		602			641			1316			2652	
Travel Time (s)		11.7			12.5			25.6			51.7	
Confl. Peds. (#/hr)	19		36	36		19	19		5	5		19
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1279	122	130	1161	60	87	783	111	152	1685	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1401	0	130	1221	0	87	894	0	152	1893	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 1_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	37.1		17.0	37.1		9.5	31.2		9.5	31.2	
Total Split (s)	9.8	41.0		17.0	48.2		9.8	43.4		18.6	52.2	
Total Split (%)	8.2%	34.2%		14.2%	40.2%		8.2%	36.2%		15.5%	43.5%	
Maximum Green (s)	5.8	35.9		13.0	43.1		5.3	38.2		14.1	47.0	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.6		1.0	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.5	5.2		4.5	5.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		23.0			23.0			17.0			17.0	
Pedestrian Calls (#/hr)		38			21			7			19	
Act Effct Green (s)	45.3	38.4		53.4	43.1		46.8	40.8		57.1	47.0	
Actuated g/C Ratio	0.38	0.32		0.44	0.36		0.39	0.34		0.48	0.39	
v/c Ratio	0.58	0.87		0.60	0.97		0.66	0.56		0.54	1.03	
Control Delay	37.0	45.5		33.3	56.5		61.6	13.8		25.2	65.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.0	45.5		33.3	56.5		61.6	13.8		25.2	65.6	
LOS	D	D		C	E		E	B		C	E	
Approach Delay		45.0			54.2			18.0			62.6	
Approach LOS		D			D			B			E	
Queue Length 50th (ft)	38	371		59	483		36	27		66	~572	
Queue Length 95th (ft)	#81	#477		111	#636		#102	112		109	#671	
Internal Link Dist (ft)		522			561			1236			2572	
Turn Bay Length (ft)	270			225			250			250		
Base Capacity (vph)	149	1607		251	1263		131	1594		314	1834	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.58	0.87		0.52	0.97		0.66	0.56		0.48	1.03	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 4 (3%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03

Lanes, Volumes, Timings
 17: 7th St & Thomas Rd

McDowell to Osborn_Option 1_AM Peak

Intersection Signal Delay: 48.7 Intersection LOS: D

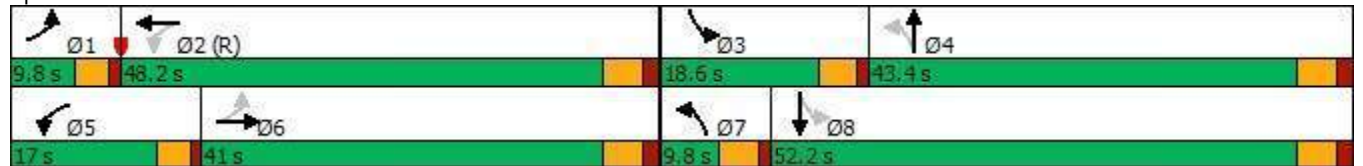
Intersection Capacity Utilization 90.3% ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 1_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	726	83	211	1202	44	80	650	114	120	1540	255
Future Volume (vph)	79	726	83	211	1202	44	80	650	114	120	1540	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	160		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor					1.00			1.00		1.00	1.00	
Frt		0.985			0.995			0.978			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3519	0	1652	4632	0	1652	4625	0
Flt Permitted	0.103			0.102			0.094			0.322		
Satd. Flow (perm)	192	3486	0	190	3519	0	163	4632	0	559	4625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			3			30			30	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		678			659			2652			345	
Travel Time (s)		13.2			12.8			51.7			6.7	
Confl. Peds. (#/hr)	5					5	10		1	1		10
Confl. Bikes (#/hr)						4			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	84	772	88	224	1279	47	85	691	121	128	1638	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	860	0	224	1326	0	85	812	0	128	1909	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 1_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	35.9		9.5	35.9		9.5	24.8		9.5	24.8	
Total Split (s)	9.8	43.5		18.6	52.3		10.0	52.8		15.1	57.9	
Total Split (%)	7.5%	33.5%		14.3%	40.2%		7.7%	40.6%		11.6%	44.5%	
Maximum Green (s)	5.8	38.6		14.6	47.4		5.5	48.0		10.6	53.1	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.2		1.0	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.5	4.8		4.5	4.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		23.0			23.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			9			2			12	
Act Effct Green (s)	45.7	39.0		58.1	47.4		48.3	48.0		53.4	53.1	
Actuated g/C Ratio	0.35	0.30		0.45	0.36		0.37	0.37		0.41	0.41	
v/c Ratio	0.61	0.82		0.87	1.03		0.69	0.47		0.40	1.00	
Control Delay	42.3	49.4		61.4	74.4		57.1	31.1		34.9	58.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.3	49.4		61.4	74.4		57.1	31.1		34.9	58.8	
LOS	D	D		E	E		E	C		C	E	
Approach Delay		48.7			72.5			33.6			57.3	
Approach LOS		D			E			C			E	
Queue Length 50th (ft)	40	352		129	~629		47	182		68	~577	
Queue Length 95th (ft)	#84	435		#273	#771		#104	224		114	#704	
Internal Link Dist (ft)		598			579			2572			265	
Turn Bay Length (ft)	150			160			250			250		
Base Capacity (vph)	138	1051		262	1284		123	1729		318	1906	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.61	0.82		0.85	1.03		0.69	0.47		0.40	1.00	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03

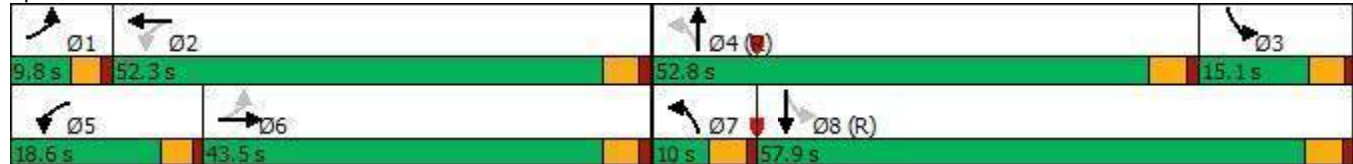
Lanes, Volumes, Timings
 21: 7th St & Osborn Rd

McDowell to Osborn_Option 1_AM Peak

Intersection Signal Delay: 56.2 Intersection LOS: E
 Intersection Capacity Utilization 94.2% ICU Level of Service F
 Analysis Period (min) 15

































- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 1_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	  			  	
Traffic Volume (vph)	181	947	346	274	1021	120	450	1650	296	100	911	102
Future Volume (vph)	181	947	346	274	1021	120	450	1650	296	100	911	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	1.00		0.95	0.99	0.99		0.98		0.96	1.00	0.99	
Frt			0.850		0.984				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4978	0	3433	5085	1583	1770	4969	0
Flt Permitted	0.123			0.123			0.950			0.123		
Satd. Flow (perm)	228	5085	1504	228	4978	0	3381	5085	1519	229	4969	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			300		17				214		16	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		642			580			605			313	
Travel Time (s)		43.8			11.3			11.8			6.1	
Confl. Peds. (#/hr)	29		33	33		29	49		22	22		49
Confl. Bikes (#/hr)			2			7						6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	986	360	285	1064	125	469	1719	308	104	949	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	986	360	285	1189	0	469	1719	308	104	1055	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 1_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	9.5	37.6	37.6	9.5	37.6		10.3	32.3	32.3	9.5	32.3	
Total Split (s)	17.2	37.6	37.6	21.0	41.4		24.0	51.4	51.4	10.0	37.4	
Total Split (%)	14.3%	31.3%	31.3%	17.5%	34.5%		20.0%	42.8%	42.8%	8.3%	31.2%	
Maximum Green (s)	13.2	32.0	32.0	17.0	35.8		18.7	46.1	46.1	6.0	32.1	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	None	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		35	35		36			22	22		55	
Act Effct Green (s)	46.3	32.5	32.5	54.5	36.8		18.4	46.1	46.1	39.7	32.4	
Actuated g/C Ratio	0.39	0.27	0.27	0.45	0.31		0.15	0.38	0.38	0.33	0.27	
v/c Ratio	0.77	0.72	0.58	0.90	0.77		0.89	0.88	0.43	0.68	0.78	
Control Delay	47.5	43.2	11.4	60.5	41.6		70.0	40.8	10.3	55.9	56.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	47.5	43.2	11.4	60.5	41.6		70.0	40.8	10.3	55.9	56.6	
LOS	D	D	B	E	D		E	D	B	E	E	
Approach Delay		36.3			45.2			42.5			56.5	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	89	255	36	158	305		185	448	47	56	264	
Queue Length 95th (ft)	#194	307	130	#317	363		#274	516	121	m#149	364	
Internal Link Dist (ft)		562			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	259	1375	626	321	1537		534	1953	715	152	1352	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.73	0.72	0.58	0.89	0.77		0.88	0.88	0.43	0.68	0.78	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	66 (55%), Referenced to phase 4:NBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	44.1
Intersection LOS:	D

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 1_PM Peak

Intersection Capacity Utilization 92.2% ICU Level of Service F

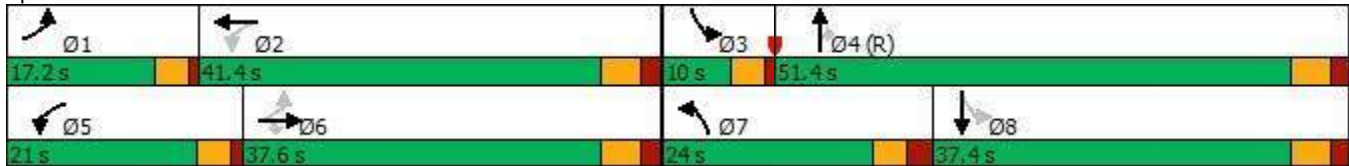
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 1_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	49	49	26	126	119	20	1800	39	20	980	42
Future Volume (vph)	76	49	49	26	126	119	20	1800	39	20	980	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99		0.98	1.00		1.00	1.00	
Frt		0.962			0.941			0.997			0.994	
Flt Protected		0.979			0.995		0.950			0.950		
Satd. Flow (prot)	0	1745	0	0	1729	0	1652	4728	0	1652	4698	0
Flt Permitted		0.445			0.954		0.950			0.950		
Satd. Flow (perm)	0	792	0	0	1657	0	1619	4728	0	1650	4698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			33			4			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	7		2	2		7	18		6	6		18
Confl. Bikes (#/hr)			5						3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	78	50	50	27	129	121	20	1837	40	20	1000	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	277	0	20	1877	0	20	1043	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 1_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	15.0	
Minimum Split (s)	35.8	35.8		35.8	35.8		9.5	25.8		9.5	23.6	
Total Split (s)	39.0	39.0		39.0	39.0		11.0	70.0		11.0	70.0	
Total Split (%)	32.5%	32.5%		32.5%	32.5%		9.2%	58.3%		9.2%	58.3%	
Maximum Green (s)	34.2	34.2		34.2	34.2		6.5	65.2		6.5	65.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.0		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.5	4.8		4.5	4.6	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			13.0			5.0	
Pedestrian Calls (#/hr)	7	7		7	7			9			21	
Act Effct Green (s)		23.5			23.5		6.8	82.5		6.2	82.1	
Actuated g/C Ratio		0.20			0.20		0.06	0.69		0.05	0.68	
v/c Ratio		1.06			0.79		0.22	0.58		0.24	0.32	
Control Delay		128.3			55.8		78.3	3.0		52.9	5.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		128.3			55.8		78.3	3.0		52.9	5.0	
LOS		F			E		E	A		D	A	
Approach Delay		128.3			55.8			3.8			5.9	
Approach LOS		F			E			A			A	
Queue Length 50th (ft)		~142			183		16	47		17	32	
Queue Length 95th (ft)		#240			256		m20	81		m40	152	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)							250			250		
Base Capacity (vph)		237			495		98	3251		89	3218	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.75			0.56		0.20	0.58		0.22	0.32	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 82 (68%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06

Lanes, Volumes, Timings
 11: Palm Ln & 7th St

McDowell to Osborn_Option 1_PM Peak

Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.

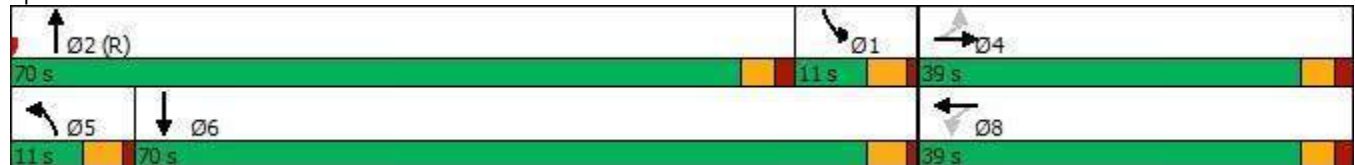
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 1_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	103	87	43	140	27	50	1800	32	20	900	93
Future Volume (vph)	107	103	87	43	140	27	50	1800	32	20	900	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	115		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	1.00		0.99	1.00		1.00	0.99	
Frt		0.931			0.976			0.997			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1712	0	1770	1812	0	1652	4728	0	1652	4656	0
Flt Permitted	0.574			0.536			0.950			0.950		
Satd. Flow (perm)	1063	1712	0	989	1812	0	1641	4728	0	1648	4656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			8			3			21	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		827			642			2652			1316	
Travel Time (s)		18.8			17.5			51.7			25.6	
Confl. Peds. (#/hr)	7		12	12		7	9		13	13		9
Confl. Bikes (#/hr)			3			2			3			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	108	92	45	147	28	53	1895	34	21	947	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	200	0	45	175	0	53	1929	0	21	1045	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 1_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		9.5	29.0		9.5	23.6	
Total Split (s)	38.0	38.0		38.0	38.0		15.0	71.0		11.0	67.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%		12.5%	59.2%		9.2%	55.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		10.5	66.0		6.5	62.4	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.2		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.0		4.5	4.6	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	C-Max		None	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			16.0			11.0	
Pedestrian Calls (#/hr)	15	15		9	9			16			18	
Act Effct Green (s)	36.0	36.0		36.0	36.0		8.7	69.6		6.2	63.2	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.07	0.58		0.05	0.53	
v/c Ratio	0.35	0.37		0.15	0.32		0.45	0.70		0.25	0.42	
Control Delay	38.3	30.4		34.5	34.0		65.4	14.9		38.4	6.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.3	30.4		34.5	34.0		65.4	14.9		38.4	6.3	
LOS	D	C		C	C		E	B		D	A	
Approach Delay		33.3			34.1			16.3			7.0	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	70	102		26	102		42	500		17	50	
Queue Length 95th (ft)	128	174		59	169		m74	624		m24	m91	
Internal Link Dist (ft)		747			562			2572			1236	
Turn Bay Length (ft)	150			115			250			250		
Base Capacity (vph)	319	538		296	549		144	2742		89	2462	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.37		0.15	0.32		0.37	0.70		0.24	0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 28 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70

Lanes, Volumes, Timings
 14: 7th St & Virginia Ave

McDowell to Osborn_Option 1_PM Peak

Intersection Signal Delay: 16.1	Intersection LOS: B
Intersection Capacity Utilization 92.4%	ICU Level of Service F
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 1_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	1587	113	126	917	140	140	1670	220	80	750	103
Future Volume (vph)	178	1587	113	126	917	140	140	1670	220	80	750	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	270		0	225		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00			1.00		0.99	1.00		1.00	1.00	
Frt		0.990			0.980			0.983			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5025	0	1770	3458	0	1652	4653	0	1652	4639	0
Flt Permitted	0.098			0.106			0.950			0.950		
Satd. Flow (perm)	183	5025	0	197	3458	0	1638	4653	0	1650	4639	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			15			23			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		839			641			1316			2652	
Travel Time (s)		16.3			12.5			25.6			51.7	
Confl. Peds. (#/hr)	9		13	13		9	20		8	8		20
Confl. Bikes (#/hr)			4			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	184	1636	116	130	945	144	144	1722	227	82	773	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1752	0	130	1089	0	144	1949	0	82	879	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 1_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	37.1		9.5	37.1		9.5	31.2		9.5	31.2	
Total Split (s)	13.7	46.0		10.6	42.9		23.8	51.7		11.7	39.6	
Total Split (%)	11.4%	38.3%		8.8%	35.8%		19.8%	43.1%		9.8%	33.0%	
Maximum Green (s)	9.7	40.9		6.6	37.8		19.3	46.5		7.2	34.4	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.6		1.0	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.5	5.2		4.5	5.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		23.0			23.0			17.0			17.0	
Pedestrian Calls (#/hr)		17			11			8			20	
Act Effct Green (s)	51.7	40.9		45.5	37.8		19.3	46.5		7.2	34.4	
Actuated g/C Ratio	0.43	0.34		0.38	0.32		0.16	0.39		0.06	0.29	
v/c Ratio	0.89	1.02		0.81	0.99		0.54	1.07		0.83	0.65	
Control Delay	66.2	65.7		58.4	65.7		32.2	59.5		94.1	34.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	66.2	65.7		58.4	65.7		32.2	59.5		94.1	34.3	
LOS	E	E		E	E		C	E		F	C	
Approach Delay		65.8			64.9			57.6			39.4	
Approach LOS		E			E			E			D	
Queue Length 50th (ft)	89	~525		60	436		89	~624		58	229	
Queue Length 95th (ft)	#225	#623		#157	#588		m134	#689		m#125	m264	
Internal Link Dist (ft)		759			561			1236			2572	
Turn Bay Length (ft)	270			225			250			250		
Base Capacity (vph)	207	1719		161	1099		265	1817		99	1344	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.89	1.02		0.81	0.99		0.54	1.07		0.83	0.65	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 54 (45%), Referenced to phase 4:NBT and 8:SBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07

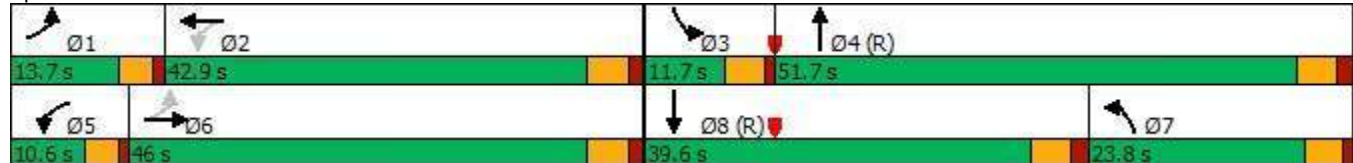
Lanes, Volumes, Timings 17: 7th St & Thomas Rd

McDowell to Osborn_Option 1_PM Peak

Intersection Signal Delay: 58.8	Intersection LOS: E
Intersection Capacity Utilization 97.6%	ICU Level of Service F
Analysis Period (min) 15	

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 1_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	1025	61	187	986	123	100	1800	230	120	540	130
Future Volume (vph)	221	1025	61	187	986	123	100	1800	230	120	540	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	160		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00			1.00		0.99	1.00			0.99	
Frt		0.992			0.983			0.983			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3505	0	1770	3470	0	1652	4647	0	1652	4581	0
Flt Permitted	0.111			0.114			0.308			0.081		
Satd. Flow (perm)	207	3505	0	212	3470	0	533	4647	0	141	4581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11			24			57	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		889			659			2652			1500	
Travel Time (s)		17.3			12.8			51.7			29.2	
Confl. Peds. (#/hr)	7		12	12		7	10		11	11		10
Confl. Bikes (#/hr)			5			3			8			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	230	1068	64	195	1027	128	104	1875	240	125	563	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	1132	0	195	1155	0	104	2115	0	125	698	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 1_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	35.9		9.5	35.9		9.5	24.8		9.5	24.8	
Total Split (s)	14.0	41.0		13.0	40.0		12.0	56.5		9.5	54.0	
Total Split (%)	11.7%	34.2%		10.8%	33.3%		10.0%	47.1%		7.9%	45.0%	
Maximum Green (s)	10.0	36.1		9.0	35.1		7.5	51.7		5.0	49.2	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.2		1.0	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.5	4.8		4.5	4.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		23.0			23.0			12.0			12.0	
Pedestrian Calls (#/hr)		17			11			8			20	
Act Effct Green (s)	47.0	36.1		45.0	35.1		59.3	51.7		54.7	49.4	
Actuated g/C Ratio	0.39	0.30		0.38	0.29		0.49	0.43		0.46	0.41	
v/c Ratio	1.09	1.07		0.99	1.13		0.31	1.05		0.99	0.36	
Control Delay	117.0	88.9		92.4	110.2		7.3	40.7		101.8	23.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	117.0	88.9		92.4	110.2		7.3	40.7		101.8	23.0	
LOS	F	F		F	F		A	D		F	C	
Approach Delay		93.7			107.6			39.1			34.9	
Approach LOS		F			F			D			C	
Queue Length 50th (ft)	~148	~511		100	~544		16	~628		50	123	
Queue Length 95th (ft)	#312	#648		#257	#682		m16	m#135		#178	157	
Internal Link Dist (ft)		809			579			2572			1420	
Turn Bay Length (ft)	150			160			250			250		
Base Capacity (vph)	211	1057		196	1022		334	2015		126	1918	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.09	1.07		0.99	1.13		0.31	1.05		0.99	0.36	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13

Lanes, Volumes, Timings
 21: 7th St & Osborn Rd

McDowell to Osborn_Option 1_PM Peak

Intersection Signal Delay: 67.5	Intersection LOS: E
Intersection Capacity Utilization 105.3%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.

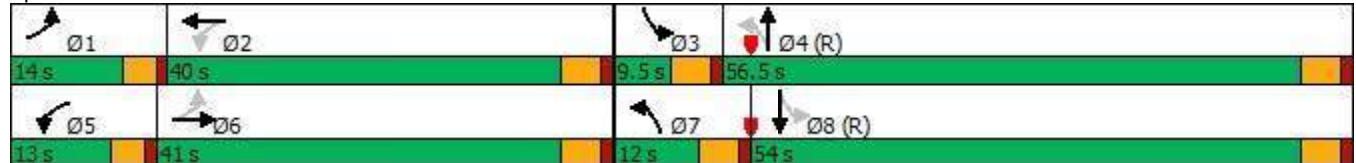
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: 7th St & Osborn Rd



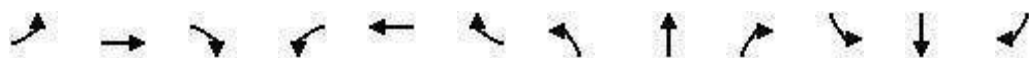
Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 2_AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	801	351	289	714	38	502	1250	311	160	1250	69
Future Volume (vph)	122	801	351	289	714	38	502	1250	311	160	1250	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor	0.99		0.93	0.99	1.00		0.99		0.93	0.99	1.00	
Frt			0.850		0.992				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5034	0	3433	3539	1583	1770	5024	0
Flt Permitted	0.328			0.151			0.950			0.118		
Satd. Flow (perm)	605	5085	1468	278	5034	0	3399	3539	1466	218	5024	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			319		6				57		6	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		534			580			605			313	
Travel Time (s)		36.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	21		43	43		21	40		38	38		40
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	127	834	366	301	744	40	523	1302	324	167	1302	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	834	366	301	784	0	523	1302	324	167	1374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 2_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6		6	2					4	8		
Detector Phase	1	6	6	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	15.0	5.0	5.0	15.0	
Minimum Split (s)	13.0	38.0	38.0	13.0	38.0		16.0	33.0	13.0	16.0	33.0	
Total Split (s)	15.0	39.0	39.0	28.0	52.0		32.0	66.0	28.0	17.0	51.0	
Total Split (%)	10.0%	26.0%	26.0%	18.7%	34.7%		21.3%	44.0%	18.7%	11.3%	34.0%	
Maximum Green (s)	11.0	33.4	33.4	24.0	46.4		26.7	60.7	24.0	13.0	45.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.0	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.0	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	4.0	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)		11.0	11.0		11.0			9.0			9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0			18.0	
Pedestrian Calls (#/hr)		45	45		24			39			42	
Act Effct Green (s)	48.3	36.4	36.4	64.3	48.4		25.7	59.6	83.3	46.7	45.4	
Actuated g/C Ratio	0.32	0.24	0.24	0.43	0.32		0.17	0.40	0.56	0.31	0.30	
v/c Ratio	0.46	0.68	0.61	0.88	0.48		0.89	0.93	0.38	0.84	0.90	
Control Delay	33.9	55.4	13.3	61.1	42.0		78.6	54.9	9.7	75.7	46.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	33.9	55.4	13.3	61.1	42.0		78.6	54.9	9.7	75.7	46.2	
LOS	C	E	B	E	D		E	D	A	E	D	
Approach Delay		41.8			47.3			53.9			49.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	77	280	37	212	228		259	627	83	103	418	
Queue Length 95th (ft)	124	332	148	#371	273		#345	#736	125	#237	511	
Internal Link Dist (ft)		454			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	282	1233	597	357	1629		611	1432	873	202	1539	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.45	0.68	0.61	0.84	0.48		0.86	0.91	0.37	0.83	0.89	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 48.9
 Intersection LOS: D

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

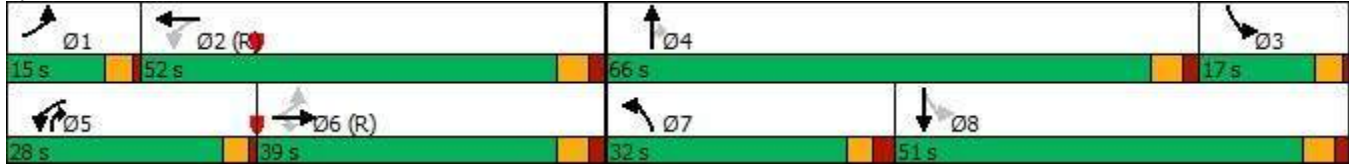
McDowell to Osborn_Option 2_AM Peak

Intersection Capacity Utilization 101.8% ICU Level of Service G

Analysis Period (min) 15



















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

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 2_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	20	22	39	59	12	20	1080	30	20	1500	100
Future Volume (vph)	6	20	22	39	59	12	20	1080	30	20	1500	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.939			0.985			0.996			0.991	
Flt Protected		0.993			0.983		0.950			0.950		
Satd. Flow (prot)	0	1720	0	0	1800	0	1770	3523	0	1770	3490	0
Flt Permitted		0.965			0.886		0.097			0.183		
Satd. Flow (perm)	0	1671	0	0	1618	0	181	3523	0	341	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			4			3			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	2		6	6		2	10		1	1		10
Confl. Bikes (#/hr)			1			2			1			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	22	24	42	64	13	22	1174	33	22	1630	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	119	0	22	1207	0	22	1739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 2_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		15.0	15.0	
Minimum Split (s)	36.8	36.8		36.8	36.8		25.8	25.8		23.6	23.6	
Total Split (s)	37.0	37.0		37.0	37.0		25.9	89.3		23.7	87.1	
Total Split (%)	24.7%	24.7%		24.7%	24.7%		17.3%	59.5%		15.8%	58.1%	
Maximum Green (s)	32.2	32.2		32.2	32.2		21.1	84.5		19.1	82.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.8	1.8		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.8	4.8		4.6	4.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			13.0			5.0	
Pedestrian Calls (#/hr)	11	11		11	11			11			15	
Act Effct Green (s)		20.7			20.7		111.7	108.0		119.9	113.3	
Actuated g/C Ratio		0.14			0.14		0.74	0.72		0.80	0.76	
v/c Ratio		0.21			0.53		0.11	0.48		0.05	0.66	
Control Delay		33.3			64.2		1.6	2.0		1.6	3.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		33.3			64.2		1.6	2.0		1.6	3.0	
LOS		C			E		A	A		A	A	
Approach Delay		33.3			64.2			2.0			3.0	
Approach LOS		C			E			A			A	
Queue Length 50th (ft)		26			110		1	39		1	55	
Queue Length 95th (ft)		63			160		m2	m75		m2	97	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)							250			250		
Base Capacity (vph)		377			350		368	2536		454	2637	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.14			0.34		0.06	0.48		0.05	0.66	

Intersection Summary

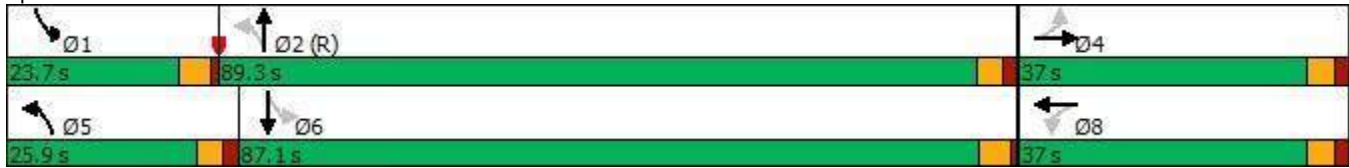
Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	146 (97%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	5.4
Intersection LOS:	A

Lanes, Volumes, Timings
 11: Palm Ln & 7th St

McDowell to Osborn_Option 2_AM Peak























Intersection Capacity Utilization 66.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 2_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	47	45	68	134	21	50	820	132	50	1670	124
Future Volume (vph)	25	47	45	68	134	21	50	820	132	50	1670	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	115		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.99		0.99	1.00			0.99		1.00	1.00	
Fr _t		0.926			0.979			0.979			0.990	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1705	0	1770	1818	0	1770	3445	0	1770	3491	0
Fl _t Permitted	0.491			0.642			0.042			0.242		
Satd. Flow (perm)	909	1705	0	1185	1818	0	78	3445	0	449	3491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			5			25			10	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		586			642			2652			1316	
Travel Time (s)		13.3			17.5			51.7			25.6	
Confl. Peds. (#/hr)	6		8	8		6	8		6	6		8
Confl. Bikes (#/hr)						1			4			4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	53	51	76	151	24	56	921	148	56	1876	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	104	0	76	175	0	56	1069	0	56	2015	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 2_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	37.0	37.0		37.0	37.0		9.5	29.0		9.5	23.6	
Total Split (s)	37.0	37.0		37.0	37.0		10.2	102.9		10.1	102.8	
Total Split (%)	24.7%	24.7%		24.7%	24.7%		6.8%	68.6%		6.7%	68.5%	
Maximum Green (s)	32.0	32.0		32.0	32.0		5.7	97.9		5.6	98.2	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.2		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.0		4.5	4.6	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	C-Max		None	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			16.0			11.0	
Pedestrian Calls (#/hr)	22	22		22	22			22			15	
Act Effct Green (s)	32.0	32.0		32.0	32.0		100.4	99.9		100.3	100.2	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.67	0.67		0.67	0.67	
v/c Ratio	0.15	0.27		0.30	0.45		0.48	0.46		0.16	0.86	
Control Delay	50.4	37.3		53.5	54.0		46.9	3.4		4.0	6.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	50.4	37.3		53.5	54.0		46.9	3.4		4.0	6.8	
LOS	D	D		D	D		D	A		A	A	
Approach Delay		40.1			53.9			5.6			6.7	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	22	61		63	146		17	64		7	158	
Queue Length 95th (ft)	53	117		114	222		56	76		m7	m141	
Internal Link Dist (ft)		506			562			2572			1236	
Turn Bay Length (ft)	150			115			250			250		
Base Capacity (vph)	193	386		252	391		116	2303		349	2335	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.27		0.30	0.45		0.48	0.46		0.16	0.86	

Intersection Summary

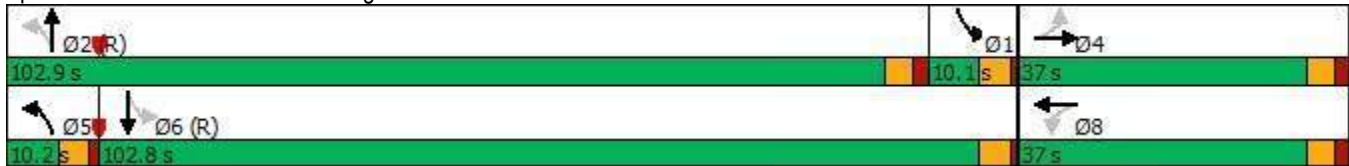
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 80 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 10.9
 Intersection LOS: B

Lanes, Volumes, Timings
 14: 7th St & Virginia Ave

McDowell to Osborn_Option 2_AM Peak





















Intersection Capacity Utilization 84.8% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 2_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1177	112	120	1068	55	80	720	102	140	1550	191
Future Volume (vph)	80	1177	112	120	1068	55	80	720	102	140	1550	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	225		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.987			0.993			0.981			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4992	0	1770	3508	0	1770	3463	0	1770	3466	0
Flt Permitted	0.093			0.085			0.067			0.160		
Satd. Flow (perm)	173	4992	0	158	3508	0	125	3463	0	298	3466	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			4			13			12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		602			641			1316			2652	
Travel Time (s)		11.7			12.5			25.6			51.7	
Confl. Peds. (#/hr)	19		36	36		19	19		5	5		19
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1279	122	130	1161	60	87	783	111	152	1685	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1401	0	130	1221	0	87	894	0	152	1893	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 2_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	38.1		17.0	38.1		9.5	31.2		9.5	31.2	
Total Split (s)	9.5	46.5		17.0	54.0		9.5	67.3		19.2	77.0	
Total Split (%)	6.3%	31.0%		11.3%	36.0%		6.3%	44.9%		12.8%	51.3%	
Maximum Green (s)	5.5	41.4		13.0	48.9		5.0	62.1		14.7	71.8	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.6		1.0	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.5	5.2		4.5	5.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		24.0			24.0			17.0			17.0	
Pedestrian Calls (#/hr)		38			21			7			19	
Act Effct Green (s)	49.4	42.8		59.3	48.9		65.1	64.4		72.5	71.8	
Actuated g/C Ratio	0.33	0.29		0.40	0.33		0.43	0.43		0.48	0.48	
v/c Ratio	0.76	0.98		0.70	1.07		0.80	0.60		0.57	1.14	
Control Delay	69.8	71.6		51.9	93.4		67.4	11.0		16.1	80.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	69.8	71.6		51.9	93.4		67.4	11.0		16.1	80.9	
LOS	E	E		D	F		E	B		B	F	
Approach Delay		71.5			89.4			16.0			76.1	
Approach LOS		E			F			B			E	
Queue Length 50th (ft)	54	~504		82	~691		31	56		28	~1113	
Queue Length 95th (ft)	#129	#623		148	#834		#134	101		m27	m#933	
Internal Link Dist (ft)		522			561			1236			2572	
Turn Bay Length (ft)	270			225			250			250		
Base Capacity (vph)	115	1431		202	1146		109	1495		288	1665	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.76	0.98		0.64	1.07		0.80	0.60		0.53	1.14	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	14 (9%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.14
Intersection Signal Delay:	67.9
Intersection LOS:	E

Lanes, Volumes, Timings
 17: 7th St & Thomas Rd

McDowell to Osborn_Option 2_AM Peak

Intersection Capacity Utilization 105.0% ICU Level of Service G

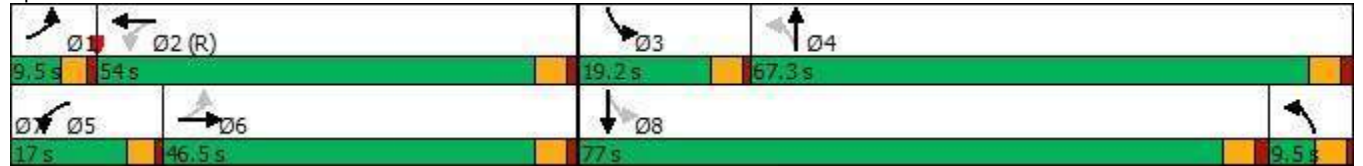
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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





















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 2_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	726	83	211	1202	44	80	650	114	120	1540	255
Future Volume (vph)	79	726	83	211	1202	44	80	650	114	120	1540	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	160		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00			1.00		1.00	1.00	
Frt		0.985			0.995			0.978			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3519	0	1770	3454	0	1770	3448	0
Flt Permitted	0.105			0.095			0.065			0.281		
Satd. Flow (perm)	196	3486	0	177	3519	0	121	3454	0	523	3448	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			3			17			17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		678			659			2652			345	
Travel Time (s)		13.2			12.8			51.7			6.7	
Confl. Peds. (#/hr)	5					5	10		1	1		10
Confl. Bikes (#/hr)						4			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	84	772	88	224	1279	47	85	691	121	128	1638	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	860	0	224	1326	0	85	812	0	128	1909	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 2_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	36.9		9.5	36.9		9.5	24.8		9.5	24.8	
Total Split (s)	9.5	42.9		20.6	54.0		9.5	71.8		14.7	77.0	
Total Split (%)	6.3%	28.6%		13.7%	36.0%		6.3%	47.9%		9.8%	51.3%	
Maximum Green (s)	5.5	38.0		16.6	49.1		5.0	67.0		10.2	72.2	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.2		1.0	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.5	4.8		4.5	4.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		24.0			24.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			9			2			12	
Act Effct Green (s)	44.6	38.2		59.5	49.1		67.3	67.0		72.5	72.2	
Actuated g/C Ratio	0.30	0.25		0.40	0.33		0.45	0.45		0.48	0.48	
v/c Ratio	0.73	0.96		0.92	1.15		0.78	0.52		0.38	1.14	
Control Delay	66.4	76.6		79.6	122.6		54.5	14.0		31.4	108.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	66.4	76.6		79.6	122.6		54.5	14.0		31.4	108.6	
LOS	E	E		E	F		D	B		C	F	
Approach Delay		75.7			116.4			17.8			103.8	
Approach LOS		E			F			B			F	
Queue Length 50th (ft)	52	438		167	~801		25	224		69	~1146	
Queue Length 95th (ft)	#117	#576		#330	#942		m#109	m327		110	#1282	
Internal Link Dist (ft)		598			579			2572			265	
Turn Bay Length (ft)	150			160			250			250		
Base Capacity (vph)	115	894		246	1153		109	1552		337	1668	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.73	0.96		0.91	1.15		0.78	0.52		0.38	1.14	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	16 (11%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.15
Intersection Signal Delay:	88.3
Intersection LOS:	F

Lanes, Volumes, Timings
 21: 7th St & Osborn Rd

McDowell to Osborn_Option 2_AM Peak

Intersection Capacity Utilization 109.5% ICU Level of Service H

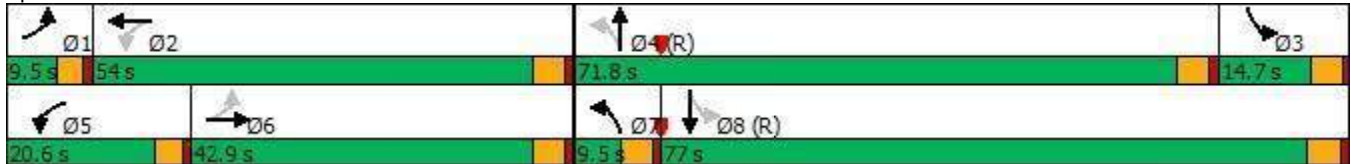
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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
























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 2_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	947	346	274	1021	120	450	1650	296	100	911	102
Future Volume (vph)	181	947	346	274	1021	120	450	1650	296	100	911	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor	1.00		0.95	0.99	0.99		0.98		0.96		0.99	
Frt			0.850		0.984				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4978	0	3433	3539	1583	1770	4969	0
Flt Permitted	0.125			0.129			0.950			0.107		
Satd. Flow (perm)	232	5085	1504	239	4978	0	3381	3539	1519	199	4969	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			296		17				164		16	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		642			580			605			313	
Travel Time (s)		43.8			11.3			11.8			6.1	
Confl. Peds. (#/hr)	29		33	33		29	49		22	22		49
Confl. Bikes (#/hr)			2			7						6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	986	360	285	1064	125	469	1719	308	104	949	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	986	360	285	1189	0	469	1719	308	104	1055	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 2_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	9.5	37.6	37.6	9.5	37.6		10.3	32.3	32.3	9.5	32.3	
Total Split (s)	13.6	37.6	37.6	15.0	39.0		25.4	57.9	57.9	9.5	42.0	
Total Split (%)	11.3%	31.3%	31.3%	12.5%	32.5%		21.2%	48.3%	48.3%	7.9%	35.0%	
Maximum Green (s)	9.6	32.0	32.0	11.0	33.4		20.1	52.6	52.6	5.5	36.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	None	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		35	35		36			22	22		55	
Act Effct Green (s)	43.2	32.0	32.0	46.0	33.4		19.3	52.6	52.6	44.3	37.5	
Actuated g/C Ratio	0.36	0.27	0.27	0.38	0.28		0.16	0.44	0.44	0.37	0.31	
v/c Ratio	0.92	0.73	0.58	1.23	0.85		0.85	1.11	0.41	0.72	0.68	
Control Delay	72.9	43.7	11.9	164.1	47.3		64.0	91.4	12.0	50.2	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	72.9	43.7	11.9	164.1	47.3		64.0	91.4	12.0	50.2	28.3	
LOS	E	D	B	F	D		E	F	B	D	C	
Approach Delay		39.9			69.9			76.4			30.3	
Approach LOS		D			E			E			C	
Queue Length 50th (ft)	96	255	38	~216	315		182	~800	69	49	158	
Queue Length 95th (ft)	#236	307	134	#393	374		#257	#940	141	#118	206	
Internal Link Dist (ft)		562			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	206	1356	618	231	1397		575	1551	757	145	1562	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.92	0.73	0.58	1.23	0.85		0.82	1.11	0.41	0.72	0.68	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	114 (95%), Referenced to phase 4:NBT, Start of Green
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.23
Intersection Signal Delay:	58.5
Intersection LOS:	E

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 2_PM Peak

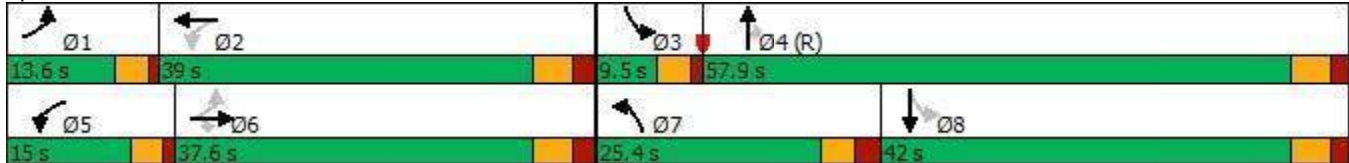
Intersection Capacity Utilization 106.0% ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.



















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

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 2_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	49	49	26	126	119	20	1800	39	20	980	42
Future Volume (vph)	76	49	49	26	126	119	20	1800	39	20	980	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.962			0.941			0.997			0.994	
Flt Protected		0.979			0.995		0.950			0.950		
Satd. Flow (prot)	0	1745	0	0	1726	0	1770	3526	0	1770	3503	0
Flt Permitted		0.619			0.958		0.201			0.059		
Satd. Flow (perm)	0	1101	0	0	1661	0	374	3526	0	110	3503	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			32			3			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	7		2	2		7	18		6	6		18
Confl. Bikes (#/hr)			5						3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	78	50	50	27	129	121	20	1837	40	20	1000	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	277	0	20	1877	0	20	1043	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	25.8	25.8		25.8	25.8		9.5	25.8		9.5	23.6	
Total Split (s)	38.0	38.0		38.0	38.0		9.5	72.5		9.5	72.5	
Total Split (%)	31.7%	31.7%		31.7%	31.7%		7.9%	60.4%		7.9%	60.4%	
Maximum Green (s)	33.2	33.2		33.2	33.2		5.0	67.7		5.0	67.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.0		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.5	4.8		4.5	4.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			13.0			5.0	
Pedestrian Calls (#/hr)	7	7		7	7			9			21	

Lanes, Volumes, Timings
11: Palm Ln & 7th St

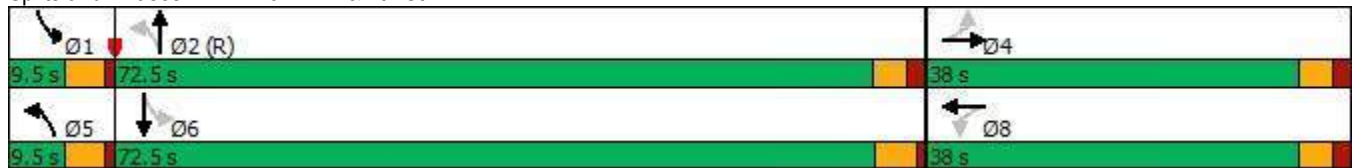
McDowell to Osborn_Option 2_PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)		33.2			33.2		73.0	67.7		73.0	67.9	
Actuated g/C Ratio		0.28			0.28		0.61	0.56		0.61	0.57	
v/c Ratio		0.56			0.57		0.07	0.94		0.15	0.53	
Control Delay		41.8			38.3		5.2	13.8		8.8	14.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		41.8			38.3		5.2	13.8		8.8	14.0	
LOS		D			D		A	B		A	B	
Approach Delay		41.8			38.3			13.7			13.9	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)		108			163		3	203		2	246	
Queue Length 95th (ft)		186			255		m3	m172		m7	282	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)							250			250		
Base Capacity (vph)		316			482		285	1990		136	1984	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.56			0.57		0.07	0.94		0.15	0.53	

Intersection Summary























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 17.2
 Intersection LOS: B
 Intersection Capacity Utilization 88.1%
 ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 2_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	103	87	43	140	27	50	1800	32	20	900	93
Future Volume (vph)	107	103	87	43	140	27	50	1800	32	20	900	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	115		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.99		0.99	1.00		1.00	1.00			1.00	
Frt		0.931			0.976			0.997			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1708	0	1770	1811	0	1770	3525	0	1770	3472	0
Flt Permitted	0.533			0.485			0.210			0.054		
Satd. Flow (perm)	986	1708	0	893	1811	0	390	3525	0	101	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			7			3			17	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		827			642			2652			1316	
Travel Time (s)		18.8			17.5			51.7			25.6	
Confl. Peds. (#/hr)	7		12	12		7	9		13	13		9
Confl. Bikes (#/hr)			3			2			3			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	108	92	45	147	28	53	1895	34	21	947	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	200	0	45	175	0	53	1929	0	21	1045	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 2_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		9.5	29.0		9.5	23.6	
Total Split (s)	33.0	33.0		33.0	33.0		9.5	77.5		9.5	77.5	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		7.9%	64.6%		7.9%	64.6%	
Maximum Green (s)	28.0	28.0		28.0	28.0		5.0	72.5		5.0	72.9	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.2		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.0		4.5	4.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	C-Max		None	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0			16.0			11.0	
Pedestrian Calls (#/hr)	15	15		9	9			16			18	
Act Effct Green (s)	28.0	28.0		28.0	28.0		80.7	78.2		78.9	74.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.67	0.65		0.66	0.62	
v/c Ratio	0.49	0.47		0.22	0.41		0.17	0.84		0.15	0.48	
Control Delay	48.3	37.1		40.5	40.8		10.5	30.9		14.5	17.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	48.3	37.1		40.5	40.8		10.5	30.9		14.5	17.5	
LOS	D	D		D	D		B	C		B	B	
Approach Delay		41.2			40.8			30.4			17.5	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	76	111		28	111		19	650		7	180	
Queue Length 95th (ft)	139	187		64	180		m22	m708		m11	m271	
Internal Link Dist (ft)		747			562			2572			1236	
Turn Bay Length (ft)	150			115			250			250		
Base Capacity (vph)	230	423		208	427		319	2297		136	2170	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.49	0.47		0.22	0.41		0.17	0.84		0.15	0.48	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	115 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	28.1
Intersection LOS:	C

Lanes, Volumes, Timings
 14: 7th St & Virginia Ave

McDowell to Osborn_Option 2_PM Peak






















Intersection Capacity Utilization 95.8% ICU Level of Service F
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 2_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	1025	61	187	986	123	100	1800	230	120	540	130
Future Volume (vph)	221	1025	61	187	986	123	100	1800	230	120	540	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	160		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00		1.00	1.00				0.99
Frt		0.992			0.983			0.983				0.971
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3504	0	1770	3469	0	1770	3465	0	1770	3416	0
Flt Permitted	0.111			0.117			0.295			0.076		
Satd. Flow (perm)	207	3504	0	218	3469	0	547	3465	0	142	3416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11			15			31	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		889			659			2652			1500	
Travel Time (s)		17.3			12.8			51.7			29.2	
Confl. Peds. (#/hr)	7		12	12		7	10		11	11		10
Confl. Bikes (#/hr)			5			3			8			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	230	1068	64	195	1027	128	104	1875	240	125	563	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	1132	0	195	1155	0	104	2115	0	125	698	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 2_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	25.9		9.5	25.9		9.5	24.8		9.5	24.8	
Total Split (s)	14.0	41.0		12.0	39.0		9.5	57.5		9.5	57.5	
Total Split (%)	11.7%	34.2%		10.0%	32.5%		7.9%	47.9%		7.9%	47.9%	
Maximum Green (s)	10.0	36.1		8.0	34.1		5.0	52.7		5.0	52.7	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.2		1.0	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.5	4.8		4.5	4.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		13.0			13.0			12.0			12.0	
Pedestrian Calls (#/hr)		17			10			19			13	
Act Effct Green (s)	47.0	36.1		43.0	34.1		58.0	52.7		58.0	52.7	
Actuated g/C Ratio	0.39	0.30		0.36	0.28		0.48	0.44		0.48	0.44	
v/c Ratio	1.09	1.07		1.08	1.16		0.33	1.38		0.92	0.46	
Control Delay	117.0	89.0		117.5	123.3		5.7	194.4		80.5	23.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	117.0	89.0		117.5	123.3		5.7	194.4		80.5	23.7	
LOS	F	F		F	F		A	F		F	C	
Approach Delay		93.7			122.4			185.6			32.3	
Approach LOS		F			F			F			C	
Queue Length 50th (ft)	~148	~511		~115	~557		13	~1155		48	187	
Queue Length 95th (ft)	#312	#649		#269	#695		m11	m#891		#167	240	
Internal Link Dist (ft)		809			579			2572			1420	
Turn Bay Length (ft)	150			160			250			250		
Base Capacity (vph)	211	1057		181	993		315	1530		136	1517	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.09	1.07		1.08	1.16		0.33	1.38		0.92	0.46	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	105 (88%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.38
Intersection Signal Delay:	127.1
Intersection LOS:	F

Lanes, Volumes, Timings
 21: 7th St & Osborn Rd

McDowell to Osborn_Option 2_PM Peak

Intersection Capacity Utilization 122.5% ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
1670: 7th St & Thomas Rd

McDowell to Osborn_Option 2_PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	1587	113	126	917	140	140	1670	220	80	750	103
Future Volume (vph)	178	1587	113	126	917	140	140	1670	220	80	750	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	225		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00		0.99	1.00		1.00	1.00	
Frt		0.990			0.980			0.983			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5023	0	1770	3456	0	1770	3470	0	1770	3459	0
Flt Permitted	0.115			0.120			0.950			0.950		
Satd. Flow (perm)	214	5023	0	224	3456	0	1755	3470	0	1768	3459	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			16			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		839			641			1316			2652	
Travel Time (s)		16.3			12.5			25.6			51.7	
Confl. Peds. (#/hr)	9		13	13		9	20		8	8		20
Confl. Bikes (#/hr)			4			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	184	1636	116	130	945	144	144	1722	227	82	773	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1752	0	130	1089	0	144	1949	0	82	879	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
1670: 7th St & Thomas Rd

McDowell to Osborn_Option 2_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	30.1		9.5	30.1		9.5	31.2		9.5	31.2	
Total Split (s)	11.0	40.0		9.5	38.5		18.6	60.5		10.0	51.9	
Total Split (%)	9.2%	33.3%		7.9%	32.1%		15.5%	50.4%		8.3%	43.3%	
Maximum Green (s)	7.0	34.9		5.5	33.4		14.1	55.3		5.5	46.7	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.6		1.0	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.5	5.2		4.5	5.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		16.0			16.0			17.0			17.0	
Pedestrian Calls (#/hr)		17			11			8			20	
Act Effct Green (s)	43.0	34.9		40.0	33.4		14.1	55.3		5.5	46.7	
Actuated g/C Ratio	0.36	0.29		0.33	0.28		0.12	0.46		0.05	0.39	
v/c Ratio	1.10	1.19		0.90	1.12		0.70	1.21		1.01	0.65	
Control Delay	129.6	132.2		82.3	107.7		50.0	122.0		165.4	24.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	129.6	132.2		82.3	107.7		50.0	122.0		165.4	24.4	
LOS	F	F		F	F		D	F		F	C	
Approach Delay		132.0			105.0			117.0			36.4	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	~108	~602		67	~508		103	~960		~69	171	
Queue Length 95th (ft)	#258	#700		#166	#645		m131	#1099		m#149	m198	
Internal Link Dist (ft)		759			561			1236			2572	
Turn Bay Length (ft)	270			225			250			250		
Base Capacity (vph)	167	1467		145	972		207	1607		81	1355	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.10	1.19		0.90	1.12		0.70	1.21		1.01	0.65	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	38 (32%), Referenced to phase 4:NBT and 8:SBT, Start of Green
Natural Cycle:	135
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.21
Intersection Signal Delay:	106.8
Intersection LOS:	F

Lanes, Volumes, Timings
 1670: 7th St & Thomas Rd

McDowell to Osborn_Option 2_PM Peak

Intersection Capacity Utilization 113.6% ICU Level of Service H

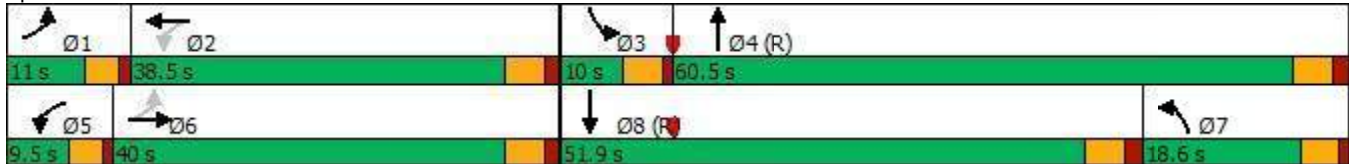
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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































m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1670: 7th St & Thomas Rd



Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 3_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	  			  	
Traffic Volume (vph)	122	801	351	289	714	38	502	1250	311	160	1250	69
Future Volume (vph)	122	801	351	289	714	38	502	1250	311	160	1250	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.99		0.93	0.99	1.00		0.99		0.93	0.99	1.00	
Frt			0.850		0.992				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5034	0	3433	5085	1583	1770	5024	0
Flt Permitted	0.335			0.162			0.950			0.200		
Satd. Flow (perm)	618	5085	1468	298	5034	0	3399	5085	1465	369	5024	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			324		6				229		6	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		534			580			605			313	
Travel Time (s)		36.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	21		43	43		21	40		38	38		40
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	127	834	366	301	744	40	523	1302	324	167	1302	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	834	366	301	784	0	523	1302	324	167	1374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 3_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	13.0	38.0	38.0	13.0	38.0		16.0	33.0	33.0	16.0	33.0	
Total Split (s)	14.0	41.0	41.0	28.0	55.0		32.0	59.0	59.0	22.0	49.0	
Total Split (%)	9.3%	27.3%	27.3%	18.7%	36.7%		21.3%	39.3%	39.3%	14.7%	32.7%	
Maximum Green (s)	10.0	35.4	35.4	24.0	49.4		26.7	53.7	53.7	18.0	43.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		45	45		24			39	39		42	
Act Effct Green (s)	49.4	38.2	38.2	65.8	50.6		25.7	50.1	50.1	45.2	43.9	
Actuated g/C Ratio	0.33	0.25	0.25	0.44	0.34		0.17	0.33	0.33	0.30	0.29	
v/c Ratio	0.46	0.64	0.60	0.87	0.46		0.89	0.77	0.51	0.55	0.93	
Control Delay	33.1	53.2	12.1	57.0	40.0		78.6	47.9	13.8	45.3	46.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	33.1	53.2	12.1	57.0	40.0		78.6	47.9	13.8	45.3	46.5	
LOS	C	D	B	E	D		E	D	B	D	D	
Approach Delay		39.9			44.7			50.2			46.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	75	275	33	200	221		259	408	66	101	447	
Queue Length 95th (ft)	121	326	140	#352	265		#345	458	157	m157	#567	
Internal Link Dist (ft)		454			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	281	1295	615	366	1701		611	1820	671	305	1474	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.45	0.64	0.60	0.82	0.46		0.86	0.72	0.48	0.55	0.93	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 112 (75%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 46.0
 Intersection LOS: D

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 3_AM Peak

Intersection Capacity Utilization 99.7% ICU Level of Service F

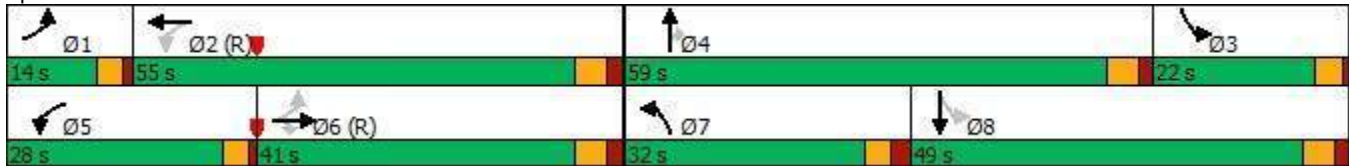
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 3_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	20	22	39	59	12	20	1080	30	20	1500	100
Future Volume (vph)	6	20	22	39	59	12	20	1080	30	20	1500	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00		1.00	1.00	
Frt		0.939			0.985			0.996			0.991	
Flt Protected		0.993			0.983		0.950			0.950		
Satd. Flow (prot)	0	1719	0	0	1800	0	1652	4724	0	1652	3257	0
Flt Permitted		0.968			0.880		0.100			0.194		
Satd. Flow (perm)	0	1675	0	0	1607	0	174	4724	0	337	3257	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			4			5			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	2		6	6		2	10		1	1		10
Confl. Bikes (#/hr)			1			2			1			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	22	24	42	64	13	22	1174	33	22	1630	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	119	0	22	1207	0	22	1739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 3_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		15.0	15.0	
Minimum Split (s)	32.8	32.8		32.8	32.8		25.8	25.8		23.6	23.6	
Total Split (s)	33.0	33.0		33.0	33.0		25.9	93.3		23.7	91.1	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		17.3%	62.2%		15.8%	60.7%	
Maximum Green (s)	28.2	28.2		28.2	28.2		21.1	88.5		19.1	86.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.8	1.8		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.8	4.8		4.6	4.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			13.0			5.0	
Pedestrian Calls (#/hr)	11	11		11	11			11			15	
Act Effct Green (s)		19.1			19.1		113.3	109.6		121.5	114.9	
Actuated g/C Ratio		0.13			0.13		0.76	0.73		0.81	0.77	
v/c Ratio		0.23			0.57		0.12	0.35		0.05	0.70	
Control Delay		35.2			68.7		1.5	1.3		1.0	2.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		35.2			68.7		1.5	1.3		1.0	2.8	
LOS		D			E		A	A		A	A	
Approach Delay		35.2			68.7			1.3			2.8	
Approach LOS		D			E			A			A	
Queue Length 50th (ft)		26			110		1	22		1	53	
Queue Length 95th (ft)		65			166		m1	28		m2	157	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)							250			250		
Base Capacity (vph)		334			305		348	3452		440	2497	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.16			0.39		0.06	0.35		0.05	0.70	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	142 (95%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle:	135
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70

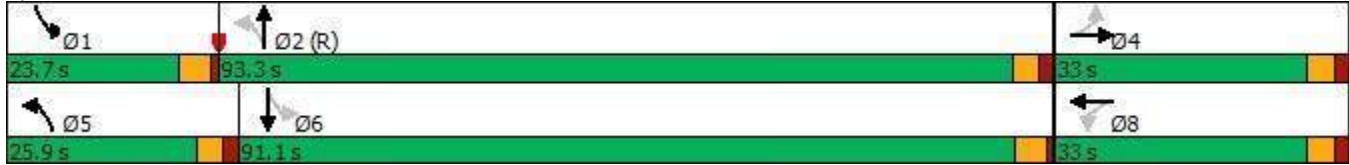
Lanes, Volumes, Timings
 11: Palm Ln & 7th St

McDowell to Osborn_Option 3_AM Peak

Intersection Signal Delay: 5.2	Intersection LOS: A
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 3_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	47	45	68	134	21	50	820	132	50	1670	124
Future Volume (vph)	25	47	45	68	134	21	50	820	132	50	1670	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	115		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor	0.99	0.99		0.99	1.00			0.99		1.00	1.00	
Frt		0.926			0.979			0.979			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1704	0	1770	1818	0	1652	4621	0	1652	3258	0
Flt Permitted	0.477			0.636			0.040			0.233		
Satd. Flow (perm)	883	1704	0	1172	1818	0	70	4621	0	404	3258	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			5			45			11	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		586			642			2652			1316	
Travel Time (s)		13.3			17.5			51.7			25.6	
Confl. Peds. (#/hr)	6		8	8		6	8		6	6		8
Confl. Bikes (#/hr)						1			4			4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	53	51	76	151	24	56	921	148	56	1876	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	104	0	76	175	0	56	1069	0	56	2015	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 3_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		9.5	29.0		9.5	23.6	
Total Split (s)	33.0	33.0		33.0	33.0		10.4	106.8		10.2	106.6	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		6.9%	71.2%		6.8%	71.1%	
Maximum Green (s)	28.0	28.0		28.0	28.0		5.9	101.8		5.7	102.0	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.2		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.0		4.5	4.6	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	C-Max		None	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			16.0			11.0	
Pedestrian Calls (#/hr)	22	22		22	22			22			15	
Act Effct Green (s)	30.1	30.1		30.1	30.1		108.1	101.8		107.8	102.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.72	0.68		0.72	0.68	
v/c Ratio	0.16	0.29		0.32	0.48		0.50	0.34		0.17	0.91	
Control Delay	54.2	40.4		57.2	57.4		59.5	3.2		1.7	8.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	54.2	40.4		57.2	57.4		59.5	3.2		1.7	8.3	
LOS	D	D		E	E		E	A		A	A	
Approach Delay		43.3			57.3			6.0			8.1	
Approach LOS		D			E			A			A	
Queue Length 50th (ft)	23	64		65	151		25	39		4	155	
Queue Length 95th (ft)	55	122		118	230		78	50		m4	m131	
Internal Link Dist (ft)		506			562			2572			1236	
Turn Bay Length (ft)	150			115			250			250		
Base Capacity (vph)	176	363		234	368		112	3150		337	2219	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.29		0.32	0.48		0.50	0.34		0.17	0.91	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 75 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91


Lanes, Volumes, Timings
 14: 7th St & Virginia Ave

McDowell to Osborn_Option 3_AM Peak

Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	


























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave

 Ø2 (R) 106.8 s	 Ø1 10.2 s	 Ø4 33 s
 Ø6 (R) 106.6 s	 Ø5 10.4 s	 Ø8 33 s

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 3_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	80	1177	112	120	1068	55	80	720	102	140	1550	191
Future Volume (vph)	80	1177	112	120	1068	55	80	720	102	140	1550	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	270		0	225		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00		1.00	1.00	
Frt		0.987			0.993			0.981			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4989	0	1770	3507	0	1652	4644	0	1652	3235	0
Flt Permitted	0.096			0.087			0.066			0.213		
Satd. Flow (perm)	179	4989	0	162	3507	0	115	4644	0	370	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			4			21			12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		602			641			1316			2652	
Travel Time (s)		11.7			12.5			25.6			51.7	
Confl. Peds. (#/hr)	19		36	36		19	19		5	5		19
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1279	122	130	1161	60	87	783	111	152	1685	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1401	0	130	1221	0	87	894	0	152	1893	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 3_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	34.1		17.0	34.1		9.5	31.2		9.5	31.2	
Total Split (s)	9.5	45.5		17.0	53.0		9.5	66.9		20.6	78.0	
Total Split (%)	6.3%	30.3%		11.3%	35.3%		6.3%	44.6%		13.7%	52.0%	
Maximum Green (s)	5.5	40.4		13.0	47.9		5.0	61.7		16.1	72.8	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.6		1.0	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.5	5.2		4.5	5.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		20.0			20.0			17.0			17.0	
Pedestrian Calls (#/hr)		38			21			7			19	
Act Effct Green (s)	48.4	41.8		58.3	47.9		65.5	64.8		73.5	72.8	
Actuated g/C Ratio	0.32	0.28		0.39	0.32		0.44	0.43		0.49	0.49	
v/c Ratio	0.76	1.00		0.70	1.09		0.86	0.44		0.52	1.20	
Control Delay	70.0	77.9		51.9	101.4		79.3	7.2		10.4	110.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	70.0	77.9		51.9	101.4		79.3	7.2		10.4	110.6	
LOS	E	E		D	F		E	A		B	F	
Approach Delay		77.4			96.6			13.6			103.1	
Approach LOS		E			F			B			F	
Queue Length 50th (ft)	54	~532		83	~704		40	41		28	~1164	
Queue Length 95th (ft)	#128	#636		147	#846		#144	50		m25	m#918	
Internal Link Dist (ft)		522			561			1236			2572	
Turn Bay Length (ft)	270			225			250			250		
Base Capacity (vph)	115	1396		202	1122		101	2019		318	1576	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.76	1.00		0.64	1.09		0.86	0.44		0.48	1.20	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	11 (7%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.20

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 3_AM Peak

Intersection Signal Delay: 80.1	Intersection LOS: F
Intersection Capacity Utilization 105.0%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.

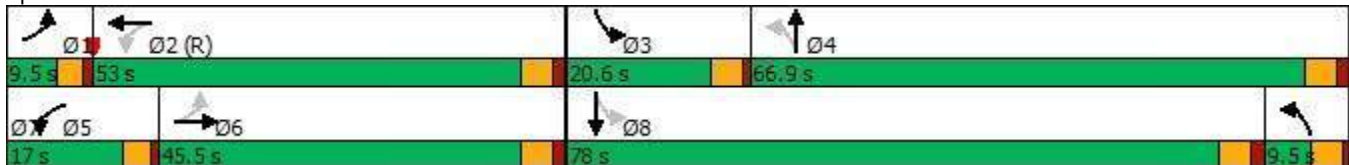
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 3_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	726	83	211	1202	44	80	650	114	120	1540	255
Future Volume (vph)	79	726	83	211	1202	44	80	650	114	120	1540	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	160		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor					1.00			1.00		1.00	1.00	
Frt		0.985			0.995			0.978			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3519	0	1652	4632	0	1652	3218	0
Flt Permitted	0.108			0.097			0.057			0.263		
Satd. Flow (perm)	201	3486	0	181	3519	0	99	4632	0	457	3218	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			3			31			18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		678			659			2652			345	
Travel Time (s)		13.2			12.8			51.7			6.7	
Confl. Peds. (#/hr)	5					5	10		1	1		10
Confl. Bikes (#/hr)						4			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	84	772	88	224	1279	47	85	691	121	128	1638	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	860	0	224	1326	0	85	812	0	128	1909	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 3_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	32.9		9.5	32.9		9.5	24.8		9.5	24.8	
Total Split (s)	9.5	42.1		19.4	52.0		9.5	73.8		14.7	79.0	
Total Split (%)	6.3%	28.1%		12.9%	34.7%		6.3%	49.2%		9.8%	52.7%	
Maximum Green (s)	5.5	37.2		15.4	47.1		5.0	69.0		10.2	74.2	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.2		1.0	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.5	4.8		4.5	4.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		20.0			20.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			9			2			12	
Act Effct Green (s)	43.6	37.2		57.5	47.1		74.9	69.6		83.7	74.2	
Actuated g/C Ratio	0.29	0.25		0.38	0.31		0.50	0.46		0.56	0.49	
v/c Ratio	0.73	0.99		0.97	1.20		0.84	0.38		0.39	1.19	
Control Delay	67.9	82.9		90.8	142.0		92.6	12.1		19.3	127.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	67.9	82.9		90.8	142.0		92.6	12.1		19.3	127.8	
LOS	E	F		F	F		F	B		B	F	
Approach Delay		81.6			134.6			19.8			121.0	
Approach LOS		F			F			B			F	
Queue Length 50th (ft)	53	441		168	~826		34	160		58	~1183	
Queue Length 95th (ft)	#117	#586		#344	#968		m#120	m195		93	#1319	
Internal Link Dist (ft)		598			579			2572			265	
Turn Bay Length (ft)	150			160			250			250		
Base Capacity (vph)	115	870		232	1107		101	2165		337	1600	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.73	0.99		0.97	1.20		0.84	0.38		0.38	1.19	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 16 (11%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20

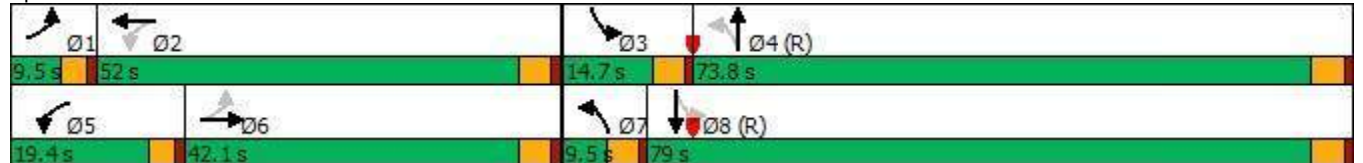
Lanes, Volumes, Timings
 21: 7th St & Osborn Rd

McDowell to Osborn_Option 3_AM Peak

Intersection Signal Delay: 101.3	Intersection LOS: F
Intersection Capacity Utilization 109.5%	ICU Level of Service H
Analysis Period (min) 15	




















- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 3_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	49	49	26	126	119	20	1800	30	20	980	42
Future Volume (vph)	76	49	49	26	126	119	20	1800	30	20	980	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99		0.99	1.00			1.00	
Frt		0.962			0.941			0.998			0.994	
Flt Protected		0.979			0.995		0.950			0.950		
Satd. Flow (prot)	0	1745	0	0	1728	0	1652	4734	0	1652	3269	0
Flt Permitted		0.631			0.958		0.234			0.066		
Satd. Flow (perm)	0	1123	0	0	1664	0	402	4734	0	115	3269	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			33			3			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	7		2	2		7	18		6	6		18
Confl. Bikes (#/hr)			5						3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	78	50	50	27	129	121	20	1837	31	20	1000	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	277	0	20	1868	0	20	1043	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	32.8	32.8		32.8	32.8		9.5	25.8		9.5	23.6	
Total Split (s)	39.0	39.0		39.0	39.0		10.0	71.0		10.0	71.0	
Total Split (%)	32.5%	32.5%		32.5%	32.5%		8.3%	59.2%		8.3%	59.2%	
Maximum Green (s)	34.2	34.2		34.2	34.2		5.5	66.2		5.5	66.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.0		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.5	4.8		4.5	4.6	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			13.0			5.0	

Lanes, Volumes, Timings
11: Palm Ln & 7th St

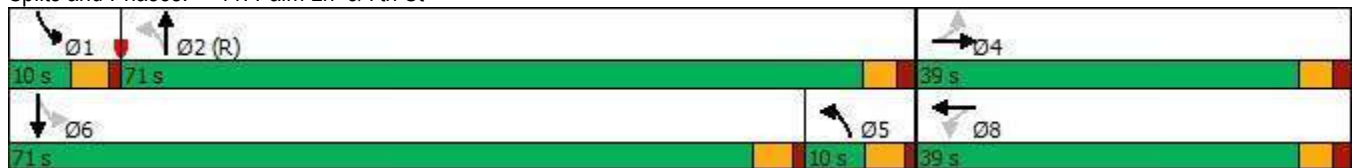
McDowell to Osborn_Option 3_PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)	7	7		7	7			9				21
Act Effct Green (s)		34.2			34.2		66.5	66.2		66.5	66.4	
Actuated g/C Ratio		0.28			0.28		0.55	0.55		0.55	0.55	
v/c Ratio		0.54			0.56		0.07	0.72		0.15	0.58	
Control Delay		39.9			36.9		8.8	9.5		5.7	7.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		39.9			36.9		8.8	9.5		5.7	7.1	
LOS		D			D		A	A		A	A	
Approach Delay		39.9			36.9			9.5			7.1	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		106			160		3	109		0	55	
Queue Length 95th (ft)		182			251		m5	175		m0	64	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)							250			250		
Base Capacity (vph)		331			497		280	2612		134	1811	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.54			0.56		0.07	0.72		0.15	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 80 (67%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 12.5
 Intersection LOS: B
 Intersection Capacity Utilization 72.5%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 3_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	103	87	43	140	27	50	1800	32	20	900	93
Future Volume (vph)	107	103	87	43	140	27	50	1800	32	20	900	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	115		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor	0.99	0.99		0.99	1.00		1.00	1.00			0.99	
Frt		0.931			0.976			0.997			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1711	0	1770	1812	0	1652	4728	0	1652	3241	0
Flt Permitted	0.568			0.528			0.195			0.062		
Satd. Flow (perm)	1051	1711	0	973	1812	0	338	4728	0	108	3241	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			8			3			15	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		827			642			2652			1316	
Travel Time (s)		18.8			17.5			51.7			25.6	
Confl. Peds. (#/hr)	7		12	12		7	9		13	13		9
Confl. Bikes (#/hr)			3			2			3			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	108	92	45	147	28	53	1895	34	21	947	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	200	0	45	175	0	53	1929	0	21	1045	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 3_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		9.5	29.0		9.5	23.6	
Total Split (s)	37.0	37.0		37.0	37.0		11.2	73.0		10.0	71.8	
Total Split (%)	30.8%	30.8%		30.8%	30.8%		9.3%	60.8%		8.3%	59.8%	
Maximum Green (s)	32.0	32.0		32.0	32.0		6.7	68.0		5.5	67.2	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.2		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.0		4.5	4.6	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	C-Max		None	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			16.0			11.0	
Pedestrian Calls (#/hr)	14	14		9	9			16			18	
Act Effct Green (s)	34.5	34.5		34.5	34.5		75.8	71.5		73.0	67.4	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.63	0.60		0.61	0.56	
v/c Ratio	0.38	0.39		0.16	0.33		0.19	0.68		0.15	0.57	
Control Delay	39.9	31.6		35.6	35.2		3.3	5.1		32.4	30.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.9	31.6		35.6	35.2		3.3	5.1		32.4	30.3	
LOS	D	C		D	D		A	A		C	C	
Approach Delay		34.6			35.3			5.1			30.4	
Approach LOS		C			D			A			C	
Queue Length 50th (ft)	71	103		27	104		2	126		11	387	
Queue Length 95th (ft)	130	176		60	171		m4	224		m15	m449	
Internal Link Dist (ft)		747			562			2572			1236	
Turn Bay Length (ft)	150			115			250			250		
Base Capacity (vph)	301	516		279	526		289	2819		136	1827	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.39		0.16	0.33		0.18	0.68		0.15	0.57	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 18 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68

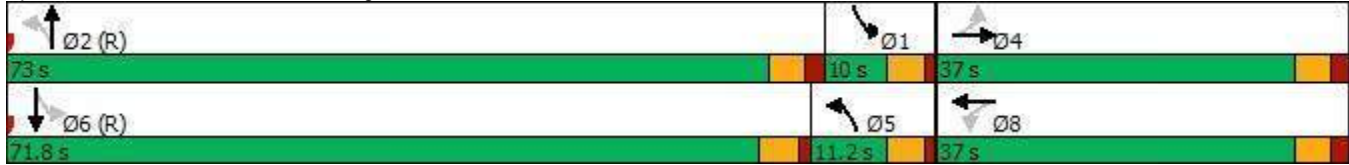
Lanes, Volumes, Timings
 14: 7th St & Virginia Ave

McDowell to Osborn_Option 3_PM Peak

Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 3_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	178	1587	113	126	917	140	140	1670	220	80	750	103
Future Volume (vph)	178	1587	113	126	917	140	140	1670	220	80	750	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	270		0	225		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00		1.00	1.00			1.00	
Frt		0.990			0.980			0.983			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5024	0	1770	3457	0	1652	4653	0	1652	3228	0
Flt Permitted	0.099			0.107			0.112			0.101		
Satd. Flow (perm)	184	5024	0	199	3457	0	194	4653	0	176	3228	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			15			24			14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		839			641			1316			2652	
Travel Time (s)		16.3			12.5			25.6			51.7	
Confl. Peds. (#/hr)	9		13	13		9	20		8	8		20
Confl. Bikes (#/hr)			4			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	184	1636	116	130	945	144	144	1722	227	82	773	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1752	0	130	1089	0	144	1949	0	82	879	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 3_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	34.1		9.5	34.1		9.5	31.2		9.5	31.2	
Total Split (s)	13.9	45.6		10.8	42.5		14.3	53.8		9.8	49.3	
Total Split (%)	11.6%	38.0%		9.0%	35.4%		11.9%	44.8%		8.2%	41.1%	
Maximum Green (s)	9.9	40.5		6.8	37.4		9.8	48.6		5.3	44.1	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.6		1.0	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.5	5.2		4.5	5.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		20.0			20.0			17.0			17.0	
Pedestrian Calls (#/hr)		17			11			8			20	
Act Effct Green (s)	51.5	40.5		45.3	37.4		49.3	48.6		45.0	44.3	
Actuated g/C Ratio	0.43	0.34		0.38	0.31		0.41	0.40		0.38	0.37	
v/c Ratio	0.88	1.03		0.79	1.00		0.74	1.03		0.63	0.73	
Control Delay	64.6	68.8		55.7	68.7		43.6	41.8		52.9	27.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	64.6	68.8		55.7	68.7		43.6	41.8		52.9	27.9	
LOS	E	E		E	E		D	D		D	C	
Approach Delay		68.4			67.3			42.0			30.0	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)	89	~530		60	~439		61	~600		44	299	
Queue Length 95th (ft)	#223	#628		#154	#594		m#127	#693		m#70	m348	
Internal Link Dist (ft)		759			561			1236			2572	
Turn Bay Length (ft)	270			225			250			250		
Base Capacity (vph)	209	1702		164	1087		198	1898		130	1201	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.88	1.03		0.79	1.00		0.73	1.03		0.63	0.73	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 72 (60%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 3_PM Peak

Intersection Signal Delay: 53.3 Intersection LOS: D

Intersection Capacity Utilization 97.6% ICU Level of Service F

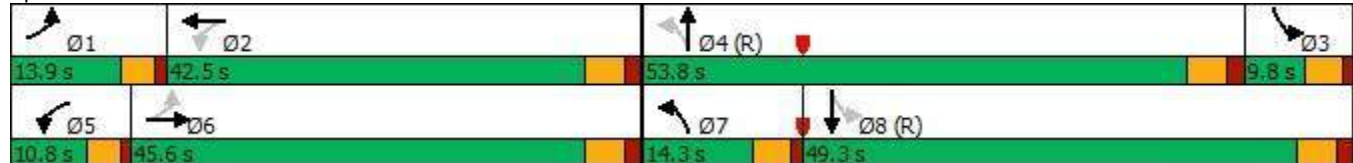
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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





















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 3_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	1025	61	187	986	123	100	1800	230	120	540	130
Future Volume (vph)	221	1025	61	187	986	123	100	1800	230	120	540	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	160		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00		1.00	1.00			0.99	
Frt		0.992			0.983			0.983			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3505	0	1770	3470	0	1652	4647	0	1652	3188	0
Flt Permitted	0.111			0.114			0.229			0.090		
Satd. Flow (perm)	207	3505	0	212	3470	0	397	4647	0	156	3188	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11			24			29	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		889			659			2652			1500	
Travel Time (s)		17.3			12.8			51.7			29.2	
Confl. Peds. (#/hr)	7		12	12		7	10		11	11		10
Confl. Bikes (#/hr)			5			3			8			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	230	1068	64	195	1027	128	104	1875	240	125	563	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	1132	0	195	1155	0	104	2115	0	125	698	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 3_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	32.9		9.5	32.9		9.5	24.8		9.5	24.8	
Total Split (s)	14.0	41.0		13.0	40.0		12.4	56.5		9.5	53.6	
Total Split (%)	11.7%	34.2%		10.8%	33.3%		10.3%	47.1%		7.9%	44.7%	
Maximum Green (s)	10.0	36.1		9.0	35.1		7.9	51.7		5.0	48.8	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.2		1.0	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.5	4.8		4.5	4.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		20.0			20.0			12.0			12.0	
Pedestrian Calls (#/hr)		17			10			19			13	
Act Effct Green (s)	47.0	36.1		45.0	35.1		52.0	51.7		49.3	49.0	
Actuated g/C Ratio	0.39	0.30		0.38	0.29		0.43	0.43		0.41	0.41	
v/c Ratio	1.09	1.07		0.99	1.13		0.41	1.05		0.99	0.53	
Control Delay	117.0	88.9		92.4	110.2		8.5	41.6		124.3	27.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	117.0	88.9		92.4	110.2		8.5	41.6		124.3	27.4	
LOS	F	F		F	F		A	D		F	C	
Approach Delay		93.7			107.6			40.1			42.1	
Approach LOS		F			F			D			D	
Queue Length 50th (ft)	~148	~511		100	~544		16	~643		61	203	
Queue Length 95th (ft)	#312	#648		#257	#682		m17	m#633		#180	262	
Internal Link Dist (ft)		809			579			2572			1420	
Turn Bay Length (ft)	150			160			250			250		
Base Capacity (vph)	211	1057		196	1022		254	2015		126	1319	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.09	1.07		0.99	1.13		0.41	1.05		0.99	0.53	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13

Lanes, Volumes, Timings
 21: 7th St & Osborn Rd

McDowell to Osborn_Option 3_PM Peak

Intersection Signal Delay: 68.9 Intersection LOS: E
 Intersection Capacity Utilization 105.3% ICU Level of Service G
 Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

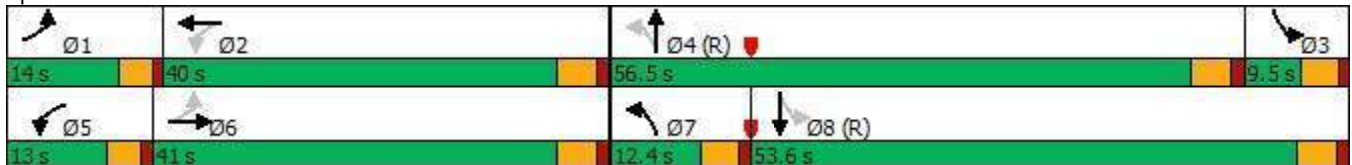
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.































m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
1250: 7th St & McDowell Rd

McDowell to Osborn_Option 3_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	  			  	
Traffic Volume (vph)	181	947	346	274	1021	120	450	1650	296	100	911	102
Future Volume (vph)	181	947	346	274	1021	120	450	1650	296	100	911	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	1.00		0.95	0.99	0.99		0.98		0.96	1.00	0.99	
Frt			0.850		0.984				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4978	0	3433	5085	1583	1770	4969	0
Flt Permitted	0.123			0.123			0.950			0.123		
Satd. Flow (perm)	228	5085	1504	228	4978	0	3381	5085	1519	229	4969	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			300		17				214		16	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		642			580			605			313	
Travel Time (s)		43.8			11.3			11.8			6.1	
Confl. Peds. (#/hr)	29		33	33		29	49		22	22		49
Confl. Bikes (#/hr)			2			7						6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	986	360	285	1064	125	469	1719	308	104	949	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	986	360	285	1189	0	469	1719	308	104	1055	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
1250: 7th St & McDowell Rd

McDowell to Osborn_Option 3_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4	8		
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	9.5	37.6	37.6	9.5	37.6		10.3	32.3	32.3	9.5	32.3	
Total Split (s)	17.2	37.6	37.6	21.0	41.4		24.0	51.4	51.4	10.0	37.4	
Total Split (%)	14.3%	31.3%	31.3%	17.5%	34.5%		20.0%	42.8%	42.8%	8.3%	31.2%	
Maximum Green (s)	13.2	32.0	32.0	17.0	35.8		18.7	46.1	46.1	6.0	32.1	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.7	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	5.3	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	None	
Walk Time (s)		11.0	11.0		11.0			9.0	9.0		9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		35	35		36			22	22		55	
Act Effct Green (s)	46.3	32.5	32.5	54.5	36.8		18.4	46.1	46.1	39.7	32.4	
Actuated g/C Ratio	0.39	0.27	0.27	0.45	0.31		0.15	0.38	0.38	0.33	0.27	
v/c Ratio	0.77	0.72	0.58	0.90	0.77		0.89	0.88	0.43	0.68	0.78	
Control Delay	47.5	43.2	11.4	60.5	41.6		70.0	40.8	10.3	47.2	23.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	47.5	43.2	11.4	60.5	41.6		70.0	40.8	10.3	47.2	23.1	
LOS	D	D	B	E	D		E	D	B	D	C	
Approach Delay		36.3			45.2			42.5			25.3	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	89	255	36	158	305		185	448	47	31	85	
Queue Length 95th (ft)	#194	307	130	#317	363		#274	516	121	#110	220	
Internal Link Dist (ft)		562			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	259	1375	626	321	1537		534	1953	715	152	1352	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.73	0.72	0.58	0.89	0.77		0.88	0.88	0.43	0.68	0.78	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	82 (68%), Referenced to phase 4:NBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	38.7
Intersection LOS:	D

Lanes, Volumes, Timings
 1250: 7th St & McDowell Rd

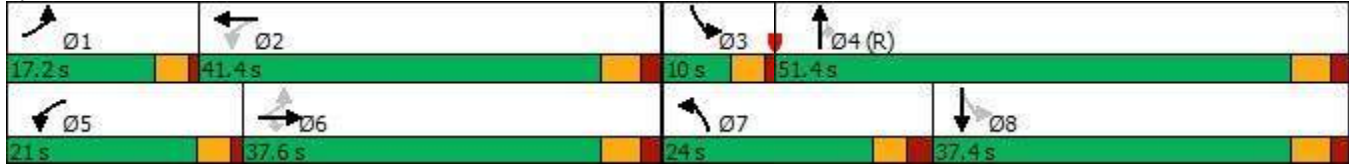
McDowell to Osborn_Option 3_PM Peak

Intersection Capacity Utilization 92.2% ICU Level of Service F

Analysis Period (min) 15

































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

Splits and Phases: 1250: 7th St & McDowell Rd



Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 4_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	  			  	
Traffic Volume (vph)	122	801	351	289	714	38	502	1250	311	160	1250	69
Future Volume (vph)	122	801	351	289	714	38	502	1250	311	160	1250	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.99		0.94	0.99	1.00		0.99		0.93	0.99	1.00	
Frt			0.850		0.992				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5035	0	3433	5085	1583	1770	5026	0
Flt Permitted	0.325			0.177			0.950			0.184		
Satd. Flow (perm)	600	5085	1481	326	5035	0	3404	5085	1478	341	5026	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			366		7				90		6	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		534			580			605			313	
Travel Time (s)		36.4			11.3			11.8			6.1	
Confl. Peds. (#/hr)	21		43	43		21	40		38	38		40
Confl. Bikes (#/hr)			2			3			1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	127	834	366	301	744	40	523	1302	324	167	1302	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	834	366	301	784	0	523	1302	324	167	1374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 4_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6		6	2					4	8		
Detector Phase	1	6	6	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	15.0	5.0	5.0	15.0	
Minimum Split (s)	13.0	38.0	38.0	13.0	38.0		16.0	33.0	13.0	16.0	33.0	
Total Split (s)	13.0	40.0	40.0	22.0	49.0		27.0	48.0	22.0	20.0	41.0	
Total Split (%)	10.0%	30.8%	30.8%	16.9%	37.7%		20.8%	36.9%	16.9%	15.4%	31.5%	
Maximum Green (s)	9.0	34.4	34.4	18.0	43.4		21.7	42.7	18.0	16.0	35.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.0	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.0	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	4.0	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)		11.0	11.0		11.0			9.0			9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0			18.0	
Pedestrian Calls (#/hr)		45	45		24			39			42	
Act Effct Green (s)	45.4	35.0	35.0	58.2	43.9		21.5	44.5	63.4	37.0	35.7	
Actuated g/C Ratio	0.35	0.27	0.27	0.45	0.34		0.17	0.34	0.49	0.28	0.27	
v/c Ratio	0.44	0.61	0.55	0.88	0.46		0.92	0.75	0.42	0.67	0.99	
Control Delay	27.6	43.9	7.1	53.2	34.6		76.3	41.4	15.4	23.4	43.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	27.6	43.9	7.1	53.2	34.6		76.3	41.4	15.4	23.4	43.1	
LOS	C	D	A	D	C		E	D	B	C	D	
Approach Delay		32.2			39.8			45.9			41.0	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	63	227	0	166	188		225	358	112	97	433	
Queue Length 95th (ft)	105	275	82	#320	229		#327	420	185	m123	#542	
Internal Link Dist (ft)		454			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	291	1370	666	346	1704		573	1740	785	272	1384	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.44	0.61	0.55	0.87	0.46		0.91	0.75	0.41	0.61	0.99	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	22 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	40.6
Intersection LOS:	D

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 4_AM Peak

Intersection Capacity Utilization 99.7% ICU Level of Service F

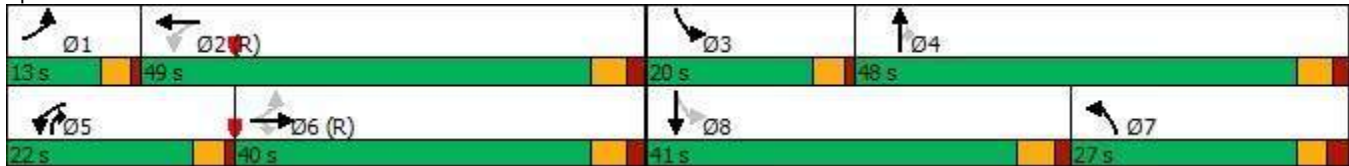
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 4_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	20	22	39	59	12	20	1080	30	20	1500	100
Future Volume (vph)	6	20	22	39	59	12	20	1080	30	20	1500	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor		0.99			1.00			1.00		1.00	1.00	
Frt		0.939			0.985			0.996			0.991	
Flt Protected		0.993			0.983		0.950			0.950		
Satd. Flow (prot)	0	1720	0	0	1800	0	1652	3288	0	1652	4683	0
Flt Permitted		0.968			0.884		0.087			0.216		
Satd. Flow (perm)	0	1676	0	0	1615	0	151	3288	0	375	4683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			4			3			12	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	2		6	6		2	10		1	1		10
Confl. Bikes (#/hr)			1			2			1			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	22	24	42	64	13	22	1174	33	22	1630	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	119	0	22	1207	0	22	1739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	32.8	32.8		32.8	32.8		25.8	25.8		23.6	23.6	
Total Split (s)	34.0	34.0		34.0	34.0		26.0	72.0		24.0	70.0	
Total Split (%)	26.2%	26.2%		26.2%	26.2%		20.0%	55.4%		18.5%	53.8%	
Maximum Green (s)	29.2	29.2		29.2	29.2		21.2	67.2		19.4	65.4	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.6	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.8	1.8		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.8	4.8		4.6	4.6	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			13.0			5.0	

Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 4_AM Peak

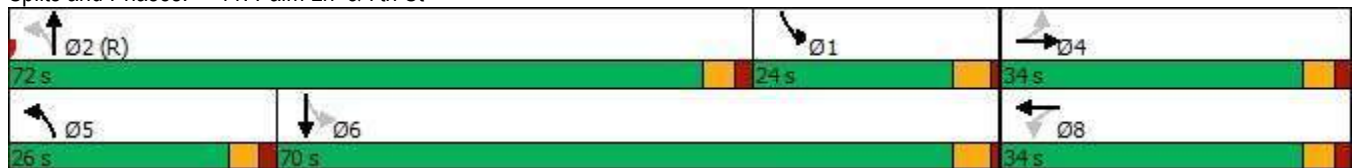


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)	11	11		11	11			11				15
Act Effct Green (s)		29.2			29.2		67.2	67.2		65.4	65.4	
Actuated g/C Ratio		0.22			0.22		0.52	0.52		0.50	0.50	
v/c Ratio		0.13			0.33		0.07	0.71		0.06	0.74	
Control Delay		25.9			43.7		2.9	14.4		4.5	9.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		25.9			43.7		2.9	14.4		4.5	9.3	
LOS		C			D		A	B		A	A	
Approach Delay		25.9			43.7			14.2			9.2	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		20			82		1	530		3	187	
Queue Length 95th (ft)		55			140		m1	603		m5	282	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)							250			250		
Base Capacity (vph)		395			365		322	1701		379	2361	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.13			0.33		0.07	0.71		0.06	0.74	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 112 (86%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 95
 Control Type: Pretimed
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 12.7
 Intersection LOS: B
 Intersection Capacity Utilization 62.4%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Palm Ln & 7th St



Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 4_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	47	45	68	134	21	50	820	132	50	1670	124
Future Volume (vph)	25	47	45	68	134	21	50	820	132	50	1670	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	115		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	1.00			0.99		1.00	1.00	
Frt		0.926			0.979			0.979			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1706	0	1770	1818	0	1652	3217	0	1652	4683	0
Flt Permitted	0.522			0.664			0.054			0.242		
Satd. Flow (perm)	967	1706	0	1225	1818	0	94	3217	0	419	4683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			6			25			16	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		586			642			2652			1316	
Travel Time (s)		13.3			17.5			51.7			25.6	
Confl. Peds. (#/hr)	6		8	8		6	8		6	6		8
Confl. Bikes (#/hr)						1			4			4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	53	51	76	151	24	56	921	148	56	1876	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	104	0	76	175	0	56	1069	0	56	2015	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 4_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		9.5	29.0		9.5	23.6	
Total Split (s)	35.0	35.0		35.0	35.0		13.0	83.8		11.2	82.0	
Total Split (%)	26.9%	26.9%		26.9%	26.9%		10.0%	64.5%		8.6%	63.1%	
Maximum Green (s)	30.0	30.0		30.0	30.0		8.5	78.8		6.7	77.4	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.2		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.0		4.5	4.6	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	C-Max		None	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			16.0			11.0	
Pedestrian Calls (#/hr)	22	22		22	22			22			15	
Act Effct Green (s)	30.0	30.0		30.0	30.0		81.5	81.0		80.9	80.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.63	0.62		0.62	0.62	
v/c Ratio	0.13	0.25		0.27	0.41		0.39	0.53		0.17	0.69	
Control Delay	41.6	28.6		44.1	44.5		18.8	13.3		3.5	3.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.6	28.6		44.1	44.5		18.8	13.3		3.5	3.6	
LOS	D	C		D	D		B	B		A	A	
Approach Delay		31.3			44.4			13.6			3.6	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	19	47		53	122		11	492		5	79	
Queue Length 95th (ft)	46	97		98	191		m16	557		m6	m80	
Internal Link Dist (ft)		506			562			2572			1236	
Turn Bay Length (ft)	150			115			250			250		
Base Capacity (vph)	223	420		282	424		161	2014		324	2916	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.25		0.27	0.41		0.35	0.53		0.17	0.69	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 62 (48%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

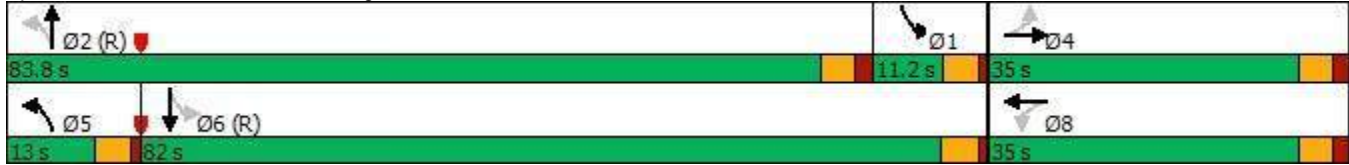
Lanes, Volumes, Timings
 14: 7th St & Virginia Ave

McDowell to Osborn_Option 4_AM Peak

Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	


























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 4_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	80	1177	112	120	1068	55	80	720	102	140	1550	191
Future Volume (vph)	80	1177	112	120	1068	55	80	720	102	140	1550	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	270		0	225		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			1.00			1.00			1.00	
Frt		0.987			0.993			0.981			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4993	0	1770	3508	0	1652	3232	0	1652	4650	0
Flt Permitted	0.110			0.113			0.094			0.102		
Satd. Flow (perm)	204	4993	0	210	3508	0	163	3232	0	177	4650	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			4			13			20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		602			641			1316			2652	
Travel Time (s)		11.7			12.5			25.6			51.7	
Confl. Peds. (#/hr)	19		36	36		19	19		5	5		19
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1279	122	130	1161	60	87	783	111	152	1685	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1401	0	130	1221	0	87	894	0	152	1893	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 4_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	34.1		17.0	34.1		9.5	31.2		9.5	31.2	
Total Split (s)	9.8	44.6		17.0	51.8		10.2	52.4		16.0	58.2	
Total Split (%)	7.5%	34.3%		13.1%	39.8%		7.8%	40.3%		12.3%	44.8%	
Maximum Green (s)	5.8	39.5		13.0	46.7		5.7	47.2		11.5	53.0	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.6		1.0	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.5	5.2		4.5	5.2	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		20.0			20.0			17.0			17.0	
Pedestrian Calls (#/hr)		38			21			7			19	
Act Effct Green (s)	42.3	41.2		47.8	46.7		48.3	47.6		53.7	53.0	
Actuated g/C Ratio	0.33	0.32		0.37	0.36		0.37	0.37		0.41	0.41	
v/c Ratio	0.64	0.88		0.61	0.97		0.70	0.75		0.76	0.99	
Control Delay	70.4	49.5		41.0	59.6		41.9	8.3		47.7	26.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	70.4	49.5		41.0	59.6		41.9	8.3		47.7	26.4	
LOS	E	D		D	E		D	A		D	C	
Approach Delay		50.7			57.8			11.3			28.0	
Approach LOS		D			E			B			C	
Queue Length 50th (ft)	52	410		74	527		30	28		62	302	
Queue Length 95th (ft)	#112	#504		123	#682		#102	64		m68	m#363	
Internal Link Dist (ft)		522			561			1236			2572	
Turn Bay Length (ft)	270			225			250			250		
Base Capacity (vph)	136	1591		233	1262		125	1191		203	1908	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.64	0.88		0.56	0.97		0.70	0.75		0.75	0.99	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 128 (98%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99

Lanes, Volumes, Timings
 17: 7th St & Thomas Rd

McDowell to Osborn_Option 4_AM Peak

Intersection Signal Delay: 37.8 Intersection LOS: D

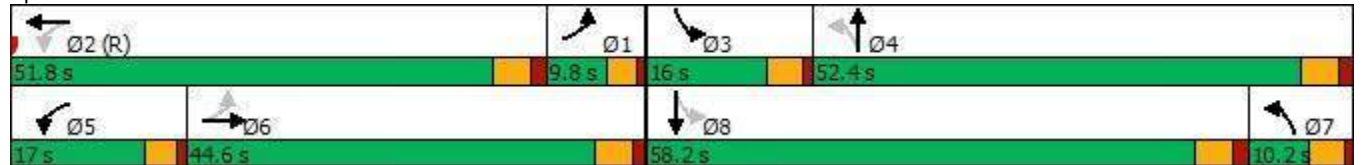
Intersection Capacity Utilization 90.3% ICU Level of Service E

Analysis Period (min) 15

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






















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 4_AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	726	83	211	1202	44	80	650	114	120	1540	255
Future Volume (vph)	79	726	83	211	1202	44	80	650	114	120	1540	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	160		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor					1.00			1.00		1.00	1.00	
Frt		0.985			0.995			0.978			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3519	0	1652	3224	0	1652	4625	0
Flt Permitted	0.104			0.098			0.099			0.248		
Satd. Flow (perm)	194	3486	0	183	3519	0	172	3224	0	431	4625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			3			17			30	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		678			659			2652			345	
Travel Time (s)		13.2			12.8			51.7			6.7	
Confl. Peds. (#/hr)	5					5	10		1	1		10
Confl. Bikes (#/hr)						4			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	84	772	88	224	1279	47	85	691	121	128	1638	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	860	0	224	1326	0	85	812	0	128	1909	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 4_AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	32.9		9.5	32.9		9.5	24.8		9.5	24.8	
Total Split (s)	9.8	42.9		19.1	52.2		10.0	50.6		17.4	58.0	
Total Split (%)	7.5%	33.0%		14.7%	40.2%		7.7%	38.9%		13.4%	44.6%	
Maximum Green (s)	5.8	38.0		15.1	47.3		5.5	45.8		12.9	53.2	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.2		1.0	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.5	4.8		4.5	4.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		20.0			20.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			9			2			12	
Act Effct Green (s)	45.2	38.5		58.0	47.3		46.1	45.8		53.5	53.2	
Actuated g/C Ratio	0.35	0.30		0.45	0.36		0.35	0.35		0.41	0.41	
v/c Ratio	0.61	0.83		0.86	1.03		0.69	0.71		0.43	1.00	
Control Delay	42.4	50.3		61.2	74.9		46.0	12.0		38.9	58.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.4	50.3		61.2	74.9		46.0	12.0		38.9	58.2	
LOS	D	D		E	E		D	B		D	E	
Approach Delay		49.6			72.9			15.2			57.0	
Approach LOS		D			E			B			E	
Queue Length 50th (ft)	40	355		131	~630		17	60		68	576	
Queue Length 95th (ft)	#85	438		#273	#772		m41	m103		113	#702	
Internal Link Dist (ft)		598			579			2572			265	
Turn Bay Length (ft)	150			160			250			250		
Base Capacity (vph)	138	1039		265	1282		123	1146		298	1910	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.61	0.83		0.85	1.03		0.69	0.71		0.43	1.00	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 8 (6%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03

Lanes, Volumes, Timings
 21: 7th St & Osborn Rd

McDowell to Osborn_Option 4_AM Peak

Intersection Signal Delay: 53.4 Intersection LOS: D
 Intersection Capacity Utilization 94.2% ICU Level of Service F
 Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

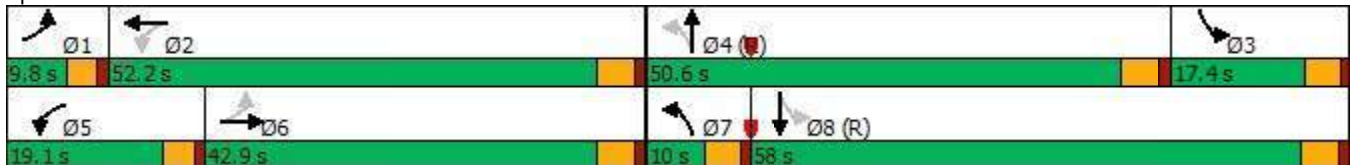
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

































m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: 7th St & Osborn Rd



Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 4_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	  			  	
Traffic Volume (vph)	181	947	346	274	1021	120	450	1650	296	100	911	102
Future Volume (vph)	181	947	346	274	1021	120	450	1650	296	100	911	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		190	240		0	250		200	180		0
Storage Lanes	1		1	1		0	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	1.00		0.95	0.99	0.99		0.98		0.96	1.00	0.99	
Frt			0.850		0.984				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4978	0	3433	5085	1583	1770	4968	0
Flt Permitted	0.123			0.126			0.950			0.122		
Satd. Flow (perm)	228	5085	1504	233	4978	0	3381	5085	1519	227	4968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			352		17				122		15	
Link Speed (mph)		10			35			35			35	
Link Distance (ft)		642			580			605			313	
Travel Time (s)		43.8			11.3			11.8			6.1	
Confl. Peds. (#/hr)	29		33	33		29	49		22	22		49
Confl. Bikes (#/hr)			2			7						6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	986	360	285	1064	125	469	1719	308	104	949	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	986	360	285	1189	0	469	1719	308	104	1055	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 4_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6		6	2					4	8		
Detector Phase	1	6	6	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	15.0	5.0	5.0	15.0	
Minimum Split (s)	9.5	37.6	37.6	9.5	37.6		10.3	32.3	9.5	9.5	32.3	
Total Split (s)	14.0	38.0	38.0	17.0	41.0		32.0	48.0	17.0	17.0	33.0	
Total Split (%)	11.7%	31.7%	31.7%	14.2%	34.2%		26.7%	40.0%	14.2%	14.2%	27.5%	
Maximum Green (s)	10.0	32.4	32.4	13.0	35.4		26.7	42.7	13.0	13.0	27.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6	3.0	3.0	3.6	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.3	1.7	1.0	1.0	1.7	
Lost Time Adjust (s)	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	5.6	5.6	4.0	5.6		5.3	5.3	4.0	4.0	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Max		None	C-Max	None	None	None	
Walk Time (s)		11.0	11.0		11.0			9.0			9.0	
Flash Dont Walk (s)		21.0	21.0		21.0			18.0			18.0	
Pedestrian Calls (#/hr)		35	35		36			22			55	
Act Effct Green (s)	44.0	32.4	32.4	50.0	35.4		21.6	46.4	60.7	43.5	32.8	
Actuated g/C Ratio	0.37	0.27	0.27	0.42	0.30		0.18	0.39	0.51	0.36	0.27	
v/c Ratio	0.89	0.72	0.54	1.08	0.80		0.76	0.87	0.37	0.52	0.77	
Control Delay	67.1	43.2	7.4	108.9	43.5		55.0	40.5	10.9	31.7	42.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	67.1	43.2	7.4	108.9	43.5		55.0	40.5	10.9	31.7	42.7	
LOS	E	D	A	F	D		D	D	B	C	D	
Approach Delay		37.7			56.2			39.6			41.7	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	93	253	5	~188	307		179	445	73	46	202	
Queue Length 95th (ft)	#232	305	83	#365	365		226	#574	141	m117	m#310	
Internal Link Dist (ft)		562			500			525			233	
Turn Bay Length (ft)	250		190	240			250		200	180		
Base Capacity (vph)	212	1372	663	263	1480		763	1965	835	256	1370	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.89	0.72	0.54	1.08	0.80		0.61	0.87	0.37	0.41	0.77	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	62 (52%), Referenced to phase 4:NBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.08
Intersection Signal Delay:	43.2
Intersection LOS:	D

Lanes, Volumes, Timings
7: 7th St & McDowell Rd

McDowell to Osborn_Option 4_PM Peak

Intersection Capacity Utilization 92.2% ICU Level of Service F

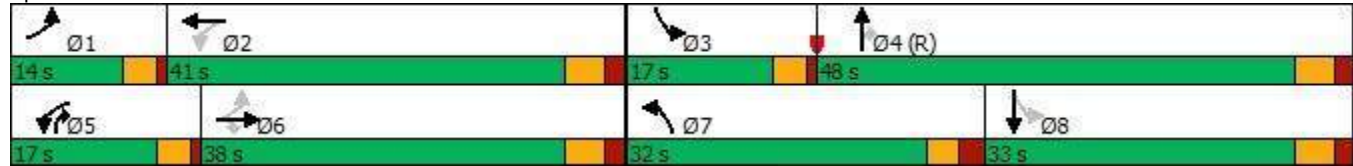
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: 7th St & McDowell Rd



Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 4_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	49	49	26	126	119	20	1800	39	20	980	42
Future Volume (vph)	76	49	49	26	126	119	20	1800	39	20	980	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99		0.99	1.00			1.00	
Frt		0.962			0.941			0.997			0.994	
Flt Protected		0.979			0.995		0.950			0.950		
Satd. Flow (prot)	0	1745	0	0	1728	0	1652	3291	0	1652	4698	0
Flt Permitted		0.457			0.955		0.242			0.053		
Satd. Flow (perm)	0	813	0	0	1658	0	415	3291	0	92	4698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			30			3			10	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		566			671			999			2652	
Travel Time (s)		15.4			18.3			19.5			51.7	
Confl. Peds. (#/hr)	7		2	2		7	18		6	6		18
Confl. Bikes (#/hr)			5						3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	78	50	50	27	129	121	20	1837	40	20	1000	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	277	0	20	1877	0	20	1043	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
11: Palm Ln & 7th St

McDowell to Osborn_Option 4_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	15.0	
Minimum Split (s)	32.8	32.8		32.8	32.8		9.5	25.8		9.5	23.6	
Total Split (s)	33.2	33.2		33.2	33.2		9.5	77.3		9.5	77.3	
Total Split (%)	27.7%	27.7%		27.7%	27.7%		7.9%	64.4%		7.9%	64.4%	
Maximum Green (s)	28.4	28.4		28.4	28.4		5.0	72.5		5.0	72.7	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.0		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.5	4.8		4.5	4.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			13.0			5.0	
Pedestrian Calls (#/hr)	7	7		7	7			9			21	
Act Effct Green (s)		24.0			24.0		84.9	82.6		84.9	82.8	
Actuated g/C Ratio		0.20			0.20		0.71	0.69		0.71	0.69	
v/c Ratio		1.02			0.78		0.06	0.83		0.15	0.32	
Control Delay		117.5			55.4		1.6	14.4		9.9	5.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		117.5			55.4		1.6	14.4		9.9	5.0	
LOS		F			E		A	B		A	A	
Approach Delay		117.5			55.4			14.3			5.1	
Approach LOS		F			E			B			A	
Queue Length 50th (ft)		126			179		1	247		2	36	
Queue Length 95th (ft)		#260			272		m1	#323		m9	158	
Internal Link Dist (ft)		486			591			919			2572	
Turn Bay Length (ft)							250			250		
Base Capacity (vph)		203			415		349	2266		135	3245	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.88			0.67		0.06	0.83		0.15	0.32	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 72 (60%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02

Lanes, Volumes, Timings
 11: Palm Ln & 7th St

McDowell to Osborn_Option 4_PM Peak

Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 88.1%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 11: Palm Ln & 7th St

Ø1	Ø2 (R)	Ø4
9.5 s	77.3 s	33.2 s
Ø5	Ø6	Ø8
9.5 s	77.3 s	33.2 s

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 4_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	103	87	43	140	27	50	1800	32	20	900	93
Future Volume (vph)	107	103	87	43	140	27	50	1800	32	20	900	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	115		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	1.00		0.99	1.00			1.00	
Frt		0.931			0.976			0.997			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1710	0	1770	1811	0	1652	3290	0	1652	4656	0
Flt Permitted	0.533			0.485			0.228			0.054		
Satd. Flow (perm)	986	1710	0	894	1811	0	394	3290	0	94	4656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			7			3			26	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		827			642			2652			1316	
Travel Time (s)		18.8			17.5			51.7			25.6	
Confl. Peds. (#/hr)	7		12	12		7	9		13	13		9
Confl. Bikes (#/hr)			3			2			3			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	108	92	45	147	28	53	1895	34	21	947	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	200	0	45	175	0	53	1929	0	21	1045	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
14: 7th St & Virginia Ave

McDowell to Osborn_Option 4_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		9.5	29.0		9.5	23.6	
Total Split (s)	33.0	33.0		33.0	33.0		9.5	77.5		9.5	77.5	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		7.9%	64.6%		7.9%	64.6%	
Maximum Green (s)	28.0	28.0		28.0	28.0		5.0	72.5		5.0	72.9	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.2		3.5	3.6	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.0	1.8		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.0		4.5	4.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	C-Max		None	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0			8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			16.0			11.0	
Pedestrian Calls (#/hr)	15	15		9	9			16			18	
Act Effct Green (s)	28.0	28.0		28.0	28.0		80.7	78.2		78.9	74.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.67	0.65		0.66	0.62	
v/c Ratio	0.49	0.47		0.22	0.41		0.17	0.90		0.17	0.36	
Control Delay	48.3	37.1		40.5	40.8		3.0	13.8		13.0	7.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	48.3	37.1		40.5	40.8		3.0	13.8		13.0	7.3	
LOS	D	D		D	D		A	B		B	A	
Approach Delay		41.1			40.8			13.5			7.4	
Approach LOS		D			D			B			A	
Queue Length 50th (ft)	76	111		28	111		7	138		3	94	
Queue Length 95th (ft)	139	187		64	180		m4	#951		m15	m114	
Internal Link Dist (ft)		747			562			2572			1236	
Turn Bay Length (ft)	150			115			250			250		
Base Capacity (vph)	230	424		208	427		317	2145		127	2911	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.49	0.47		0.22	0.41		0.17	0.90		0.17	0.36	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 15 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

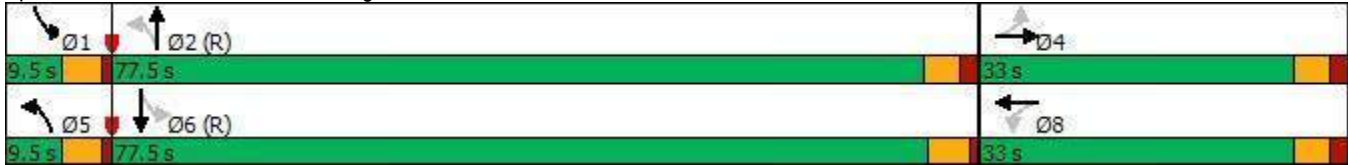
Lanes, Volumes, Timings
 14: 7th St & Virginia Ave

McDowell to Osborn_Option 4_PM Peak

Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 99.1%	ICU Level of Service F
Analysis Period (min) 15	


























- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th St & Virginia Ave



Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 4_PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	178	1587	113	126	917	140	140	1670	220	80	750	103
Future Volume (vph)	178	1587	113	126	917	140	140	1670	220	80	750	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	270		0	225		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor		1.00			1.00		0.99	1.00			1.00	
Frt		0.990			0.980			0.983			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5024	0	1770	3457	0	1652	3238	0	1652	4639	0
Flt Permitted	0.118			0.120			0.264			0.070		
Satd. Flow (perm)	220	5024	0	224	3457	0	456	3238	0	122	4639	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			16			28	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		839			641			1316			2652	
Travel Time (s)		16.3			12.5			25.6			51.7	
Confl. Peds. (#/hr)	9		13	13		9	20		8	8		20
Confl. Bikes (#/hr)			4			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	184	1636	116	130	945	144	144	1722	227	82	773	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1752	0	130	1089	0	144	1949	0	82	879	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
17: 7th St & Thomas Rd

McDowell to Osborn_Option 4_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	34.1		9.5	34.1		9.5	31.2		9.5	31.2	
Total Split (s)	10.0	39.0		9.5	38.5		9.5	62.0		9.5	62.0	
Total Split (%)	8.3%	32.5%		7.9%	32.1%		7.9%	51.7%		7.9%	51.7%	
Maximum Green (s)	6.0	33.9		5.5	33.4		5.0	56.8		5.0	56.8	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.6		1.0	1.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.1		4.0	5.1		4.5	5.2		4.5	5.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		9.0			9.0			9.0			9.0	
Flash Dont Walk (s)		20.0			20.0			17.0			17.0	
Pedestrian Calls (#/hr)		17			11			8			20	
Act Effct Green (s)	41.0	33.9		40.0	33.4		62.5	56.8		62.5	56.8	
Actuated g/C Ratio	0.34	0.28		0.33	0.28		0.52	0.47		0.52	0.47	
v/c Ratio	1.21	1.23		0.90	1.12		0.50	1.26		0.65	0.40	
Control Delay	170.2	147.0		82.8	107.7		10.4	142.7		34.3	18.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	170.2	147.0		82.8	107.7		10.4	142.7		34.3	18.0	
LOS	F	F		F	F		B	F		C	B	
Approach Delay		149.2			105.0			133.6			19.4	
Approach LOS		F			F			F			B	
Queue Length 50th (ft)	~120	~614		68	~508		13	~989		21	170	
Queue Length 95th (ft)	#270	#713		#167	#644		m31	#1126		m#42	m189	
Internal Link Dist (ft)		759			561			1236			2572	
Turn Bay Length (ft)	270			225			250			250		
Base Capacity (vph)	152	1425		145	972		287	1541		127	2210	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.21	1.23		0.90	1.12		0.50	1.26		0.65	0.40	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 44 (37%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26

Lanes, Volumes, Timings
 17: 7th St & Thomas Rd

McDowell to Osborn_Option 4_PM Peak

Intersection Signal Delay: 115.2	Intersection LOS: F
Intersection Capacity Utilization 113.6%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.

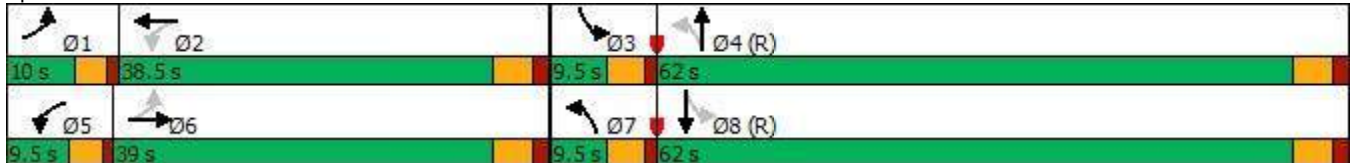
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: 7th St & Thomas Rd



Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 4_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	1025	61	187	986	123	100	1800	230	120	540	130
Future Volume (vph)	221	1025	61	187	986	123	100	1800	230	120	540	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	150		0	160		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor		1.00			1.00		0.99	1.00			0.99	
Frt		0.992			0.983			0.983			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3505	0	1770	3470	0	1652	3234	0	1652	4581	0
Flt Permitted	0.121			0.125			0.337			0.071		
Satd. Flow (perm)	225	3505	0	233	3470	0	582	3234	0	123	4581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11			16			63	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		889			659			2652			1500	
Travel Time (s)		17.3			12.8			51.7			29.2	
Confl. Peds. (#/hr)	7		12	12		7	10		11	11		10
Confl. Bikes (#/hr)			5			3			8			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	230	1068	64	195	1027	128	104	1875	240	125	563	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	1132	0	195	1155	0	104	2115	0	125	698	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
21: 7th St & Osborn Rd

McDowell to Osborn_Option 4_PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	32.9		9.5	32.9		9.5	24.8		9.5	24.8	
Total Split (s)	12.0	38.0		11.0	37.0		9.5	61.5		9.5	61.5	
Total Split (%)	10.0%	31.7%		9.2%	30.8%		7.9%	51.3%		7.9%	51.3%	
Maximum Green (s)	8.0	33.1		7.0	32.1		5.0	56.7		5.0	56.7	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.5	3.6		3.5	3.6	
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.2		1.0	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.5	4.8		4.5	4.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		20.0			20.0			12.0			12.0	
Pedestrian Calls (#/hr)		17			10			19			13	
Act Effct Green (s)	42.0	33.1		40.0	32.1		62.0	56.7		62.0	56.7	
Actuated g/C Ratio	0.35	0.28		0.33	0.27		0.52	0.47		0.52	0.47	
v/c Ratio	1.27	1.17		1.17	1.23		0.30	1.38		0.98	0.32	
Control Delay	185.9	125.5		151.6	152.3		5.8	188.6		100.0	18.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	185.9	125.5		151.6	152.3		5.8	188.6		100.0	18.2	
LOS	F	F		F	F		A	F		F	B	
Approach Delay		135.7			152.2			180.0			30.6	
Approach LOS		F			F			F			C	
Queue Length 50th (ft)	~172	~549		~126	~582		16	~1128		50	108	
Queue Length 95th (ft)	#336	#687		#281	#720		m14	m#808		#178	138	
Internal Link Dist (ft)		809			579			2572			1420	
Turn Bay Length (ft)	150			160			250			250		
Base Capacity (vph)	181	970		167	936		345	1536		127	2197	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.27	1.17		1.17	1.23		0.30	1.38		0.98	0.32	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 96 (80%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.38

Lanes, Volumes, Timings
 21: 7th St & Osborn Rd

McDowell to Osborn_Option 4_PM Peak

Intersection Signal Delay: 141.7	Intersection LOS: F
Intersection Capacity Utilization 122.5%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: 7th St & Osborn Rd

