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TECHNICAL APPENDICES

OTAY RANCH TOWN CENTER REIMAGINED

Chula Vista, California

June 6, 2023

LLG Ref. 3-20-3254

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APPENDICES

APPENDIX

A. The Approved Project Information Form, the Transportation Study Required Content Checklist and Pages from *The Final Environmental Impact Report for the Otay Ranch Freeway Commercial Sectional Planning Area Plan Planning Area 12 (FEIR)*

B. Intersection Counts and Signal Timing Plans

C. MTS Bus Schedules and Maps

D. Peak Hour Intersection Analysis Worksheets – Existing

E. SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region

F. Peak Hour Intersection Analysis Worksheets – Existing + Residential

G. Peak Hour Intersection Analysis Worksheets – Existing + Residential + Retail

APPENDIX A

THE APPROVED PROJECT INFORMATION FORM , PROJECT INFORMATION FORM, TRANSPORTATION STUDY REQUIRED CONTENT CHECKLIST AND PAGES FROM THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE OTAY RANCH FREEWAY COMMERCIAL SECTIONAL PLANNING AREA PLAN PLANNING AREA 12 (FEIR)

THE APPROVED PROJECT INFORMATION FORM

APPENDIX A

Project Information Form for Transportation Studies

A

The first page of the Project Information Form (PIF) is to be completed by the applicant. If the project meets the exemption criteria shown below (subject to verification by City staff), then no further analysis is required and the PIF may be submitted with only the first page completed. If none of the boxes are checked, the remaining sections of the PIF (pages 2-4) must be completed by a consultant meeting professional qualifications described in Section 1.5 of the TSG (see "Consultant" section below). The PIF is subject to change as new project information arises.

General Project Information and Description

Owner/Applicant Information

Name:	Brookfield, Ted Lohman
Address:	
Phone Number:	619-321-1111
Email:	Ted.Lohman@brookfieldpropertiesdevelopment.com

Project Information

Project Name:	Otay Ranch Town Centre
Project Address:	Northeast corner of Eastlake Parkway / Birch Road
APN:	
Land Use Designation:	Zoning Designation:

Project Description

Land Uses and Intensities *(units, square feet, etc.)*:	669,700 SF Existing Retail; 960,000 SF Entitlesd Retail
Gross and Developable Acreage:	816,000 SF Retail & 840 Multi-Family Units including 84 affordable units
Vehicle Parking Required *(per relevant City planning document (e.g., CVMC, SPA Plan, etc.)*:	Vehicle Parking Spaces Proposed:
Accessible Spaces:	Bicycle Storage Capacity *(racks and secure storage)*:
Motorcycle Spaces:	EV Parking Spaces:

Exemptions

Check the box that applies to your project:

☐	Intensification of residential development on a residential parcel with a net increase of no more than 20 multi-family units (does not apply if non-residential uses are proposed).	☐	Review or approval of a project that is strictly consistent with the land uses evaluated in the recently certified CEQA document within 5 years (attach documentation).
☐	Conditional use permit for alcohol and temporary sales offices.	☐	Zoning variance for deviations from zoning standards only.
☐	Facilities for the exclusive use of an existing residential development that are located within or immediately adjacent to that project, such as a clubhouse, a pool, or multi-purpose room.	☐	Historic designation or Certificate of Appropriateness, provided there is no change in land use.
☐	Cell phone sites or towers.	☐	Minor restaurant expansion, provided there is no increase in seating or drive-through lanes.

Consultant (CA Licensed Traffic Engineer or CA Licensed Civil Engineer with Traffic Engineering Expertise)

Name of Firm:	Linscott, Law & Greenspan, Engineers		
Project Manager:	John Boarman	License(s):	P.E., T.E.
Email Address:	boarman@llgengineers.com		
Telephone:	858-300-8800x236		

Trip Generation (Attach Traffic Generation Table with Rates and Daily and Peak Hour Volumes)

[Use the SANDAG (Not So) Brief Guide of Vehicular Trip Generation] **Please see Table A**

Total Daily Trips:	0 (33,600 ADT entitled, 33,600 ADT proposed)	Pass-by Trips:	
Internal Capture:		Previous Use Credits: *(Driveway count or published SANDAG/ITE rate at City's discretion)*:	
Alternative Mode Reduction:		Net Daily Trips:	0

Site Plan **Please see Figures A and B**

Attach 11x17 copies of the project location/vicinity map and site plan containing the following:

- Driveway locations and access type
- Pedestrian access, bicycle access, and on-site pedestrian circulation
- Location and distance to closest existing transit stop (measure as walking distance to project entrance or middle of parcel)
- Location of any planned sidewalks or bikeways identified in the City of Chula Vista Active Transportation Plan within ½ mile of the project

CEQA Transportation Analysis Screening

To determine if your project is screened from VMT analysis, review the Project Type Screening and the Project Location Screening tables below. If "No" is checked for any project type or land use applicable to your project, the project is not screened out and must complete VMT analysis in accordance with the analysis requirements outline in the City of Chula Vista *Transportation Study Guidelines (TSG)* Chapter 3.

Project Type Screening **Please see Attachment A**

	1. Select the Land Uses that apply to your project 2. Answer the questions for each Land Use that applies to your project *(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)* *Note: All responses must be documented and supported by substantial evidence.*	Screened Out? (Mark Yes or No) Yes	No
☐	**1. Locally Serving Retail Project** a. Is the project less than 125,000 square feet and serving the local community? The City may request a market capture study that identifies local market capture to the City's satisfaction.	☐	☐
☐	**2. Locally Serving Public Facility or Community Purpose Facility** a. Is the project a public facility or Community Purpose Facility that serves the local community? (see TSG Section 3.3)	☐	☐

X	**3. Small Residential and/or Employment Project** a. Does the project generate less than 200 net daily trips?	☑	☐
☐	**4. Infill Affordable Housing** a. Is the project composed of deed-restricted affordable housing units, and has the following characteristics: i. Is an infill project; ii. Is close to a transit stop or station; and iii. Project-provided parking does not exceed parking required by the Chula Vista Municipal Code?	☐	☐
X	**5. Redevelopment Project** a. Does the project result in a net decrease in total Project VMT than the existing use?	☐	☐

Project Location Screening **Please see Attachment A**

1. Select the Land Uses that apply to your project
2. Answer the questions for each Land Use that applies to your project
(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)

		Screened Out? (Mark Yes or No) Yes	No
☐	**1. Residential** a. Is the project located in a VMT-efficient area (15% or more below the regional average) using the Chula Vista screening maps for VMT/Capita? View VMT/Capita map here: https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=f0d05a4a014841d588bb66891500b34d	☐	☐
☐	**2. Employment** *(not including Industrial Employment)* a. Is the project located in a VMT-efficient area (15% or more below the regional average) using the City of Chula Vista screening maps for VMT/Employee? View VMT/Employee map here: https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=d80a3cddc1964f8c88dafef234147e98	☐	☐
☐	**3. Industrial Employment** a. Is the project located in a VMT-efficient area (at or below the regional average) using the City of Chula Vista screening maps for VMT/Employee?	☐	☐
X	**4. Within a transit buffer** a. Is the project in a transit priority area or within ½ mile of a stop along a high quality transit corridor, and has the following project characteristics? i. Has a Floor Area Ratio (FAR) of more than 0.75 ii. Includes no more than the minimum parking for use by residents, customers, or employees of the project than required by the jurisdiction iii. Is consistent with the City of Chula Vista General Plan iv. Does not include a smaller number of units that previously on the project site v. Does not replace affordable residential units with moderate- or high-income residential units.	☑	☐

Local Mobility Analysis Screening

Please see Atachment B

Does this project generate less than 200 daily trips (after adjustments)?	☑ Yes	☐ No

If yes, the project does not need to complete an LMA. If no, continue to next question to determine study extents.

Is this project consistent with Relevant City Planning Documents (e.g., General Plan, SPA Plan, Specific Plan)?	☑ Yes	☐ No

Refer to the City of Chula Vista Transportation Study Guidelines (TSG), Chapter 4, to determine study extents based on the project's trip generation and consistency with the General Plan.

Provide attach a list or map of proposed study intersections in accordance with the requirements outlined in the TSG, Chapter 4.

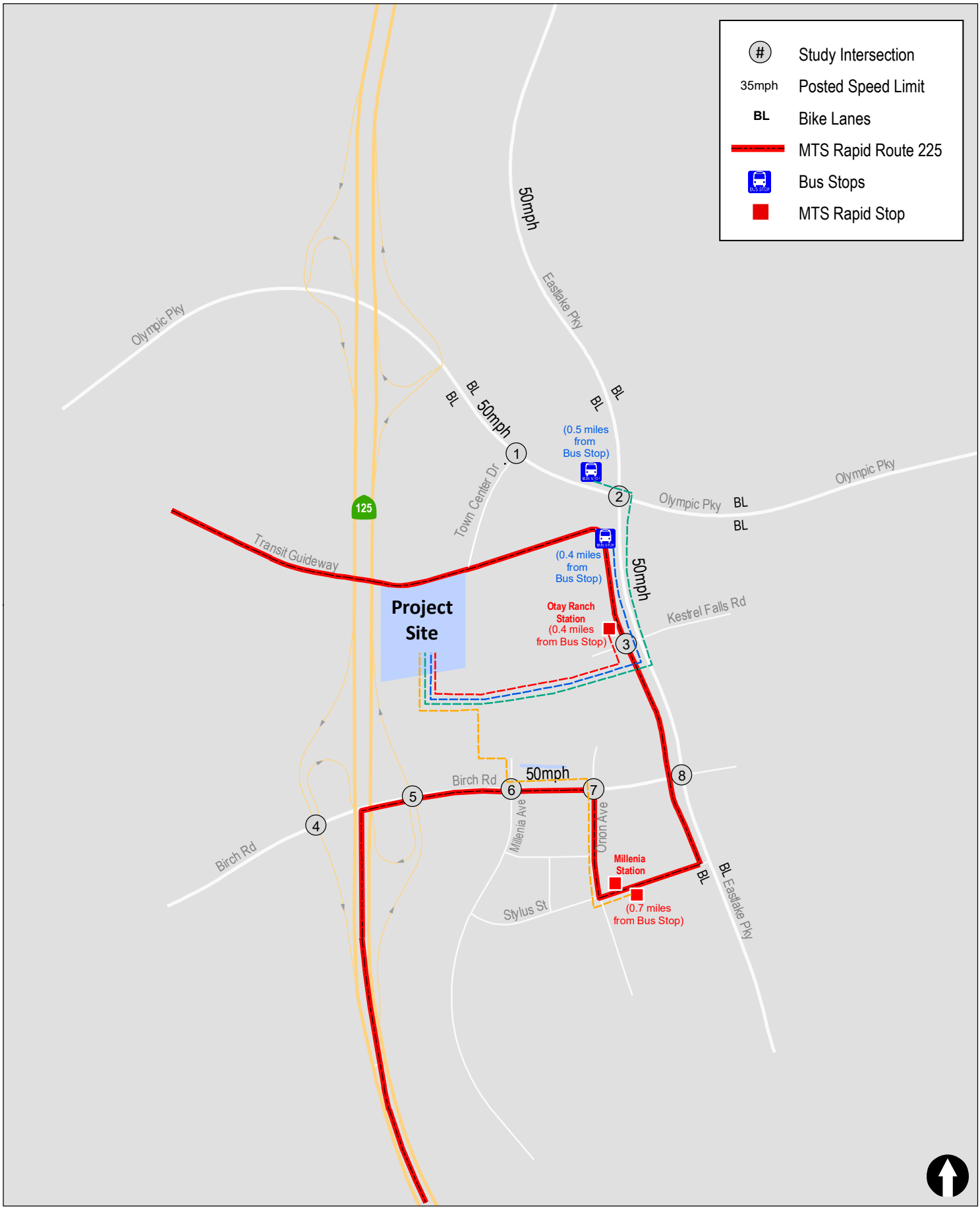
Table A
Project Trip Generation

Land Use	Size	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
		Trip Rate [a]	Volume	Rate /KSF	In:Out Split %	Volume			Rate /KSF	In:Out Split %	Volume		
						In	Out	Total			In	Out	Total
Entitled Land Use													
Super Regional Shopping Center	960 KSF	35 / KSF	33,600	4%	70% : 30%	941	403	1,344	10%	50% : 50%	1,680	1,680	3,360
Total Entitled Land Use		-	***33,600***	-	-	***941***	***403***	***1,344***	-	-	***1,680***	***1,680***	***3,360***
Proposed Land Uses													
Super Regional Shopping Center													
Existing	669.7 KSF	35 / KSF	23,440	4%	70% : 30%	657	281	938	10%	50% : 50%	1,172	1,172	2,344
Proposed	146.3 KSF	35 / KSF	5,120	4%	70% : 30%	144	61	205	10%	50% : 50%	256	256	512
Apartments	840 DU	6 / DU	5,040	8%	20% : 80%	81	323	404	9%	70% : 30%	318	136	454
Mixed Use Reduction [b]				19%		15	60	75	12%		38	16	54
Total		-	***33,600***	-	-	***882***	***665***	***1,547***	-	-	***1,746***	***1,564***	***3,310***
Net Difference (Proposed versus Entitled)		-	-	-	-	***(59)***	***262***	***203***	-	-	***66***	***(116)***	***(50)***

Footnotes:

a. Trip rates from SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region

b. Per Table 6.2 Unconstrained internal Person Trip Capture Rates for Trip Destinations within a Mixed-Use Development, the average Residential to Restaurant and Residential to Cinema / Entertainment trips are 18.5% in the AM (average of 17% and 20%) and 12% in the PM peak hour (average of 10% and 14%) respectively. See ***Appendix E*** . Daily rates are not given and hence not shown. The Mixed-Use reduction shown in the table is not applied in the analysis.



LINSCOTT LAW & GREENSPAN engineers

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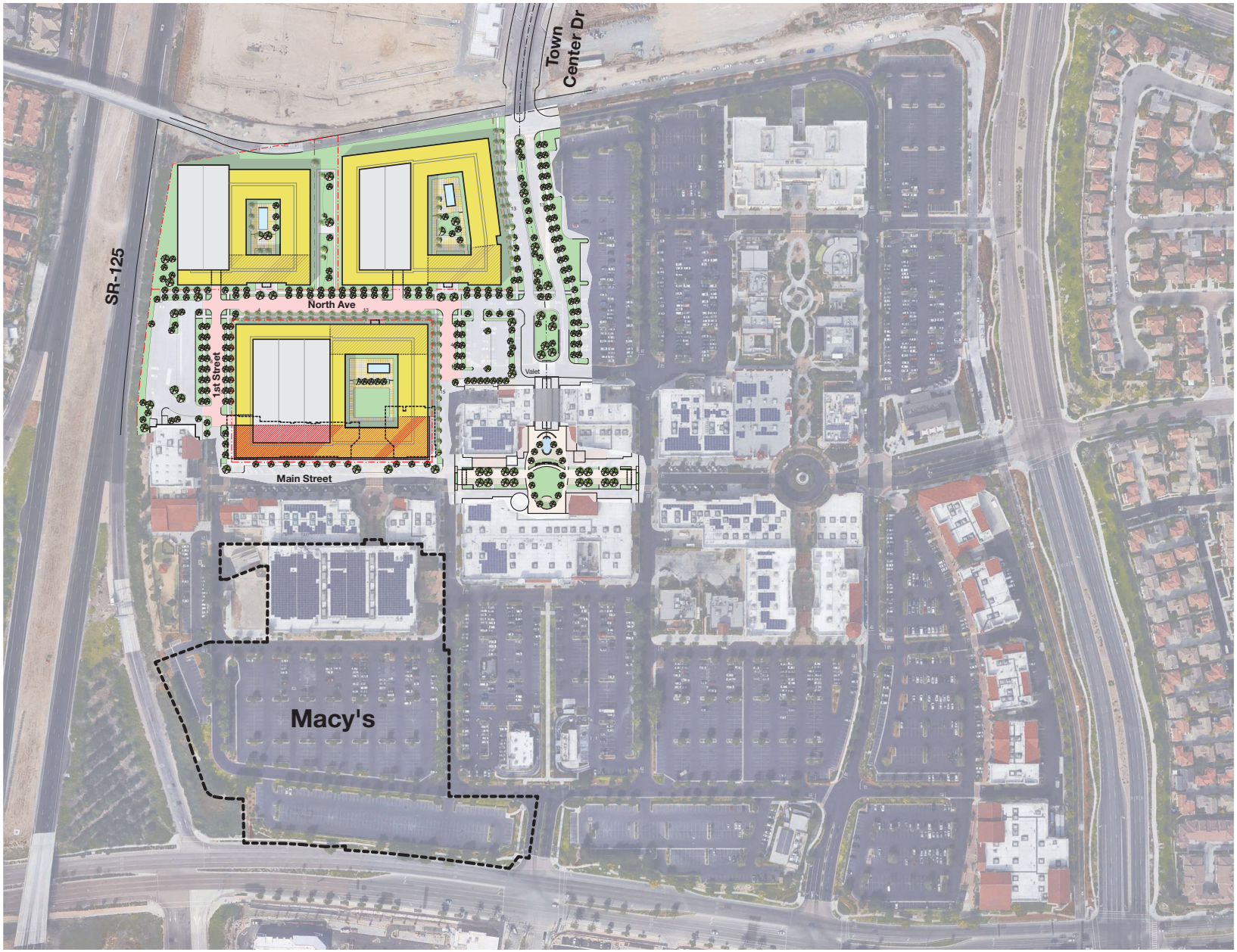
Figure A

Existing Conditions Diagram

Otay Ranch Town Center Reimagined



LINSCOTT LAW & GREENSPAN engineers

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Figure B

Site Plan

Otay Ranch Town Center Reimagined

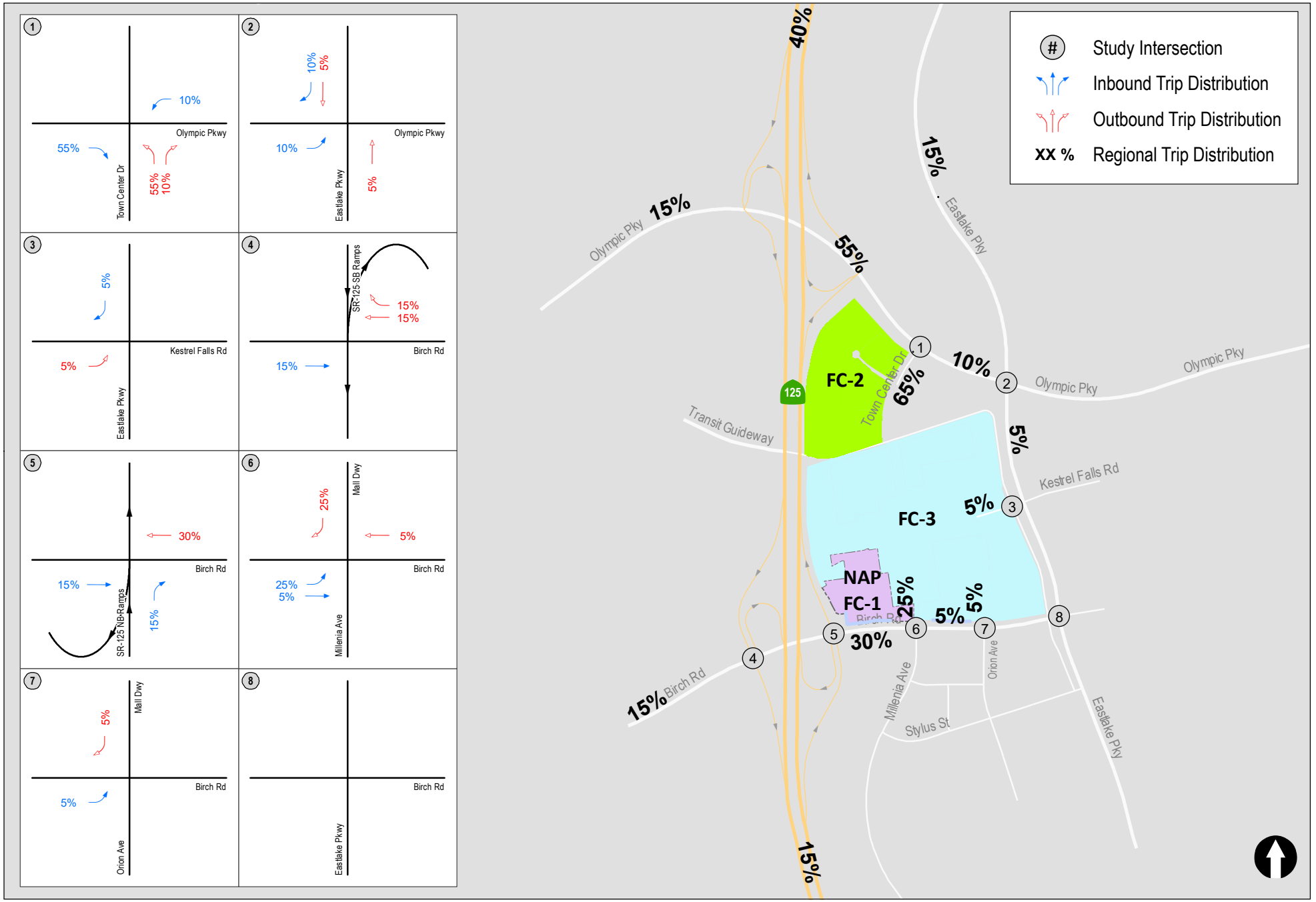

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Figure C

Project Residential Traffic Distribution

Otay Ranch Town Center Reimagined

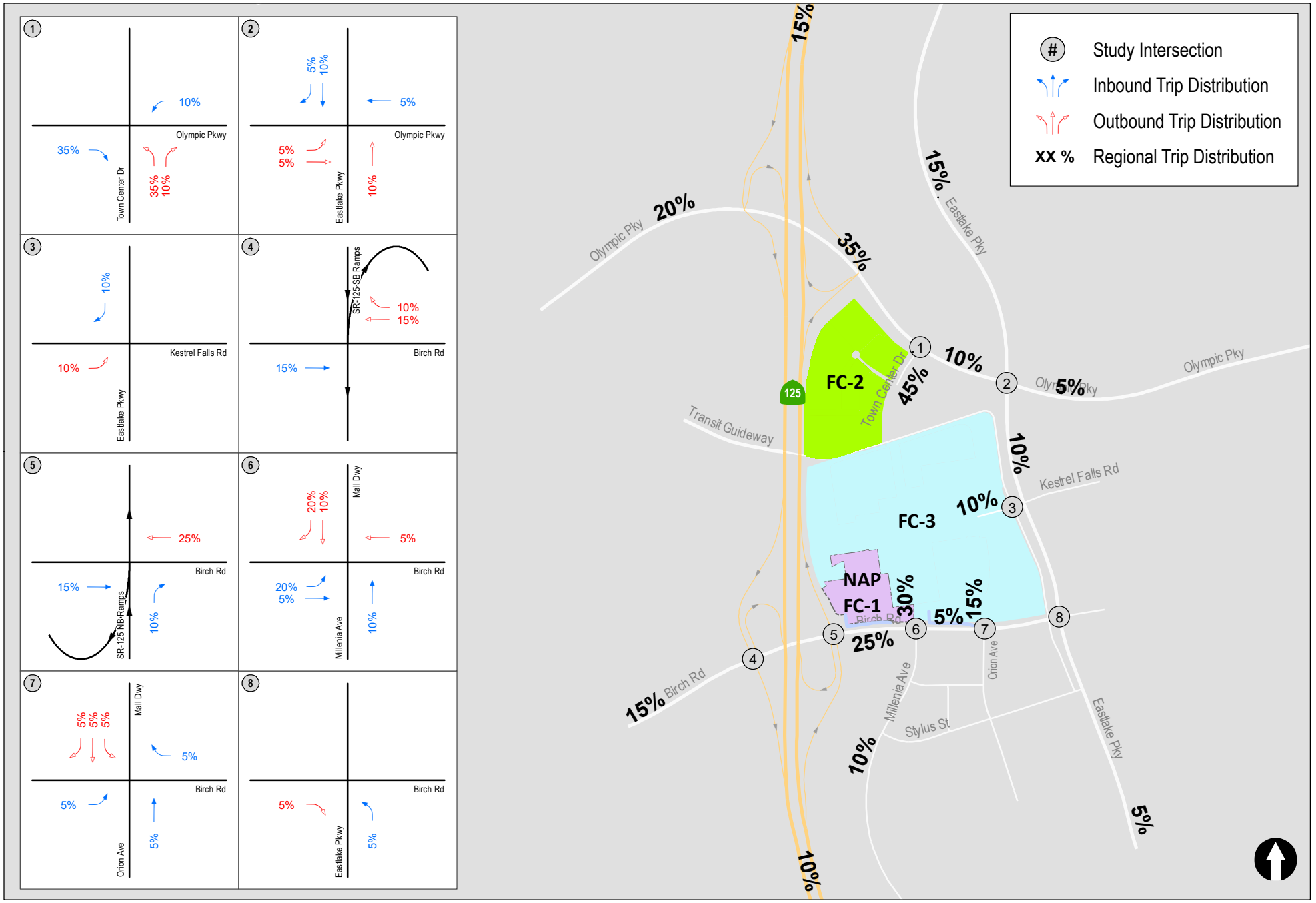

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Figure D

Project Retail Traffic Distribution

Otay Ranch Town Center Reimagined

Attachment A

Trip Generation:

The Otay Ranch Town Center's entitled ADT is 33,600. Currently 669,700 SF of retail is built. The Project proposes to build 840 multifamily residential units and forego 144,000 SF of Retail. The amount of additional retail that could be built was "back calculated" so as to limit the total ADT to the entitled 33,600. Thus, the additional retail that could be built and generate no more than a total of 33,600 ADT is 146,300 SF.

VMT Analysis

The *Final Environmental Impact Report for the Otay Ranch Freeway Commercial Sectional Planning Area Plan Planning Area 12* (FEIR) (identified by the City of Chula Vista as EIR 02-04) contains a comprehensive disclosure and analysis of potential environmental effects associated with the implementation of the SPA Plan and Freeway Commercial (FC) site in the City of Chula Vista (City of Chula Vista 2003). The SPA Plan was developed to refine and implement the land use plans, goals and objectives of the Otay Ranch GDP for the development of Planning Area 12. The total ADT generated by this approved Project is 33,600. The proposed Project is tiering under this REIR that used LOS and with the proposed changes the total Project ADT remains 33,600, as that in the approved EIR.

The Proposed residential uses will replace existing and other planned retail uses within the Otay Ranch Town Center and there is no net increase in the number of ADTs compared to the approved Project. Some of the residential trips will be captured within the Otay Ranch Town Center.

The Project is screened out from needing a detailed VMT analysis per the City of Chula Vista Transportation Study Guidelines (June 2020, modified January 2022), and is presumed to have a less than significant VMT impact. Therefore, a VMT analysis is not required.

Based on the above discussion, a VMT analysis is not required.

Local Mobility Analysis

The Project was entitled to 33,600 ADT and the proposed land use changes will not generate more than the entitled ADT. However, during the AM peak hour, the proposed Project will generate more than the approved Project. Therefore, per City request (see ***Attachment B***), a Local Mobility Analysis will be conducted.

THE TRANSPORTATION STUDY REQUIRED CONTENT CHECKLIST

APPENDIX B

Transportation Study Required Content Form

This document is to be prepared by Consultant and submitted with Transportation Study.

Name of Transportation Study:	OTAY RANCH TOWN CENTER REIMAGINED
Preparer:	Linscott, Law & Greenspan, Engineers
Date Submitted:	March 23, 2023
Date Received:	

Page # or Appendix: *(completed by preparer)*	Required Content	Satisfactory? *(completed by City)* YES	NO
	Required Content, all Transportation Studies		
	Project Information Form, including required attachments	☐	☐
	Cover Page Listing Preparers (Analyst, Project Manager) for CEQA Analysis and LMA	☐	☐
	Table of Contents, Lists of Appendices, Figures, and Tables	☐	☐
	List of Acronyms	☐	☐
	Executive Summary, including: • Project Screening Results - Page i • Significance of CEQA Impacts -Page i • Mitigation Measures -Page i • Residual Impacts with Mitigation Incorporated -N/A • Required Improvements from LMA -Page i • Preparer Qualifications for CEQA and/or LMA -Page ii	☐	☐
	Introduction, including: • Purpose of the Transportation Study - Section 1.0, page 1 • Regional vicinity map - Figure 2-1, page 4 • Map showing local transportation facilities, all modes - Figures 5-3, 5-4, 5-5 • Site plan - Figure 2-3, page 6	☐	☐

Transportation Study Required Content Form

Page # or Appendix: *(completed by preparer)*	Required Content	Satisfactory? *(completed by City)* YES	NO
	Required Content, all Transportation Studies (cont.)		
	General project description and background information: • Proposed project description (land use type, intensity, etc.) - Section 2.0, page 2 • Projected opening year • Total (and net) daily and peak hour traffic generation - Section 8.0, page 23 • Existing and proposed zoning and land use designation - Section 2.0, page 2 • Consistency with General Plan Land Use Map - Section 2.0, page 2 • Parking requirements and proposed parking provided	☐	☐
	Required Content, CEQA Analysis (VMT) **(If Project Meets Screening Criteria)** *See TSG Chapter 3 and Appendix E* CEQA Analysis (VMT) should be included in Volume 1 of the Transportation Study.		
	Documentation of screening analysis and conclusions, citing relevant guidance in TSG Chapter 2	☐	☐
	Project's consistency with SB 743's legislative intent	☐	☐
	CEQA Conclusion (i.e., presumed less than significant)	☐	☐
	Documentation of VMT estimation, citing TSG Chapter 3	☐	☐
	Document significance of VMT impacts	☐	☐
	Identify feasible mitigation measures for significant impacts	☐	☐
	Determine residual impacts with mitigation incorporated	☐	☐
	Required Content, Non-CEQA Analysis (LMA) **(Assuming No LMA is Required)** *See TSG Chapter 4* Non-CEQA Analysis should be included in Volume 2 of the Transportation Study.		
	Documentation that no LMA is required, citing relevant guidance in TSG Chapter 4 - Section 3.0, page 7	☐	☐

Transportation Study Required Content Form

Page # or Appendix: *(completed by preparer)*	Required Content	Satisfactory? *(completed by City)* YES	NO
	Required Content, Non-CEQA Analysis (LMA) **(Assuming No LMA is Required)** *See TSG Chapter 4* Non-CEQA Analysis should be included in Volume 2 of the Transportation Study.		
	Analysis methodology, including:		
	• Statement that LMA is not a CEQA Analysis (note: do not use CEQA terms in LMA) - Section 4.0, page 8		
	• Identification of analysis scenarios, citing TSG Chapter 4		
	• Analysis procedures, per TSG Chapter 4 -Section 4.3, page 8		
	• Examples of substantial traffic effects that would trigger improvements - Section 6.0, page 20		
	• Study area definition, citing TSG Chapter 4 (Exhibit)- Fig 5-1 Page 15	☐	☐
	Existing conditions, including:		
	• Existing intersection lane geometry and traffic control (Exhibit) - Figure 5-1, Page 15		
	• Existing pedestrian, bicycle, and transit facilities (Exhibit) -Figures 5-3, 5-4, 5-5		
	• Existing peak hour traffic, pedestrian, and bicycle counts (Exhibit, Appendix) -Figure 5-2, page 16, Appdx A	☐	☐
	Project traffic, including:		
	• Traffic generation (Table) - Table 8-1, page 25		
	• Documentation of method used for traffic distribution - Section 8.2, page 24		
	• Traffic assignment (Exhibit) -Figure 8-3, 8-4, page 28-29	☐	☐
	Future conditions, including:		
	• Documentation of estimated baseline traffic volumes (e.g., Opening Year without Project, Horizon Year without Project) -Figure 5-2, page 16, Appdx A		
	• Baseline traffic volumes (Exhibits) - Figure 8-5, page 30		
	• Baseline plus Project traffic volumes (Exhibits) - Figure 8-6 page 31	☐	☐

APPENDIX B

Transportation Study Required Content Form

Page # or Appendix: *(completed by preparer)*	Required Content	Satisfactory? *(completed by City)* YES	NO
	Required Content, Non-CEQA Analysis (LMA) **(Assuming No LMA is Required)** *See TSG Chapter 4* Non-CEQA Analysis should be included in Volume 2 of the Transportation Study.		
	Capacity analysis, including: - Section 9.0, page 33		
	• Baseline Level of Service (LOS) (Table, Appendix) -Table 9-1, Appdx E		
	• Baseline plus Project LOS (Table, Appendix) - Table 9-1, Appx F		
	• Substantial traffic effects per TSG Chapter 4 - Section 9.2, page 33		
	• Necessary improvements per TSG Chapter 4 - Section 11.0, page 37		
	• Residual Effects with Improvements Implemented	☐	☐

PAGES FROM THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE OTAY RANCH FREEWAY COMMERCIAL SECTIONAL PLANNING AREA PLAN PLANNING AREA 12 (FEIR)

The 132.9-acre project site is located in the northeastern portion of the Otay Valley Parcel of the 22,899- acre Otay Ranch GDP project area. The Otay Valley Parcel is the largest of the three parcels that comprise Otay Ranch and is about 9,500 acres in size. Telegraph Canyon Road and the Eastlake community border this parcel on the north; Lower Otay Lake and the Arco Olympic Training Center are the eastern limits; the Otay River Valley encompasses the southern limits; and other recent developments, including Sunbow I and II, the Otay Landfill, and the Coors Amphitheater and Water Park, are the western limits. The other two Otay Ranch development areas are the Proctor Valley Parcel and the San Ysidro Mountain Parcel.

The project site, which comprises the FC portion of Planning Area 12 in the adopted Otay Ranch GDP, is specifically located east of the future alignment of State Route (SR)-125, south of the alignment of Olympic Parkway, and north of the future alignment of Birch Road in the City of Chula Vista. The future alignment of the southern extension of Eastlake Parkway forms the easterly boundary. Olympic Parkway has recently been completed adjacent to the northwestern boundary of the project site.

The partially developed community of Eastlake is located to the north. It is primarily developed with residential uses and includes both commercial and industrial park components farther north near Otay Lakes Road.

1.3 PROJECT DESCRIPTION

This project involves the implementation of the Planning Area 12 FC SPA Plan within the Otay Ranch GDP and includes the development of the FC parcel and a TM on the 132.9-acre parcel. The Planning Area 12 FC SPA Plan and conceptual TM will refine and implement the land use plans, goals, objectives, and policies of the Otay Ranch GDP (as amended), focusing on the FC portion of the GDP. The proposed project includes only the FC site. It does not include the Eastern Urban Center (EUC) property to the south, which is also located within Planning Area 12. The EUC property will undergo its own separate environmental review and planning process at a later date.

Specific project development details identify approximately 120.5 acres of the site designated for Freeway Commercial Use, and 12.4 acres designated for circulation. A total of 1,215,000 square feet of commercial uses would be allowed in the SPA area with a Floor Area Ratio (FAR) of .25. It would also include room for a light rail alignment or other transit way and a station site to be reserved for the San Diego Trolley, and a park-and-ride component for commuter parking in the

commercial area. Development of the area would be phased, dependent upon public facility improvement needs and real estate market conditions. Although it is anticipated that there would be a balanced grading operation, with about 1,620,000 cubic yards of grading for the entire site, there may be the need for some limited import/export involving the EUC site. Maximum heights of graded slopes would be 27 feet for cut slopes and 50 feet for fill slopes at a 2:1 slope ratio.

Grading has already occurred in the northern portion of the lot under a previously approved discretionary action related to the Village 6 property immediately to the west. As a part of the approval of Village 6, a borrow/storage site was analyzed in the Village 6 EIR within the northern portion of the FC site. In addition, grading for the extension of Olympic Parkway along the northern border of the property was approved and has occurred, further altering the landform on the FC site. The southern portion of the FC site has not been graded.

1.4 ALTERNATIVES TO THE PROPOSED PROJECT

Three alternatives to the proposed project are evaluated in this EIR – the California Environmental Quality Act (CEQA) mandated No Project Alternative, a Reduced Intensity Alternative, and an Office with Freeway Commercial Alternative. The No Project/No Development Alternative assumes that the area within the FC site would not be developed. The FC site would continue to be used for agricultural purposes. The Reduced Intensity Alternative would allow the development of approximately 908,000 square feet of commercial space within the FC area, which is the amount of commercial density assumed in the fiscal analysis done for the GDP. The Office with Freeway Commercial Alternative would allow the development of 1,135,000 square feet of retail commercial uses and professional administrative office uses. The alternatives are addressed in more detail in Chapter 10.0, *Project Alternatives*.

1.5 SUMMARY OF ENVIRONMENTAL EFFECTS

Table 1-1 provides a summary of the environmental effects that could result from implementation of the proposed project, potential mitigation measures, and the level of significance after implementation of the proposed mitigation measures.

- Year 2005 (without SR 125 at 1,215,000 square feet of development)
- Year 2005 (with SR 125 at 1,215,000 square feet of development)
- Year 2010 (with SR 125 at 1,215,000 square feet of development)
- Year 2015 (with SR 125 at 1,215,000 square feet of development)
- Year 2020 (with SR 125 at 1,215,000 square feet of development)
- Buildout (at 1,215,000 square feet of development)
- Freeway Analysis

For each of these study years, the model was run with planned land uses and circulation assumptions for the entire study area. The Planning Area 12 proposed project land uses were coded into the Traffic Model exactly as proposed. After the proper land use intensities and network configurations were input into the model for each study year scenario, the model was run. The SANDAG model outputs ADT volumes on all Circulation Element street segments. It should be noted that for the buildout condition, Alta Road is assumed to be constructed.

5.3.3.1 Determination of Trip Generation

It was necessary to estimate future traffic volumes for several study years to determine if the planned circulation system could accommodate these volumes. As previously discussed, the SANDAG 2020 City/County Forecast Traffic Model was used to estimate these volumes. The traffic model outputs freeway and street segment ADT volumes. These volumes were utilized directly as output by the model.

It was also necessary to estimate peak hour intersection volumes. The SANDAG model outputs peak hour volumes. However, the SANDAG model output is not as accurate in determining peak hour intersection turn movements. Therefore, peak hour turning movement volumes were estimated as discussed in detail in the project traffic report.

For intersections that do not exist, a peak hour percentage of 8 to 10 percent was generally assumed. Directionality was dependent on proximity of each intersection to a freeway.

Figures 8 through 13 in the Traffic Technical Report show the forecasted future volumes for all of the study scenarios, including the traffic generated from the proposed Planning Area 12 project.

- Year 2005 without SR 125 at 871,000 square feet of development

- Year 2005 without SR 125 at 1,215,000 square feet of development
- Year 2005 with SR 125 at 1,215,000 square feet of development
- Year 2010 with SR 125 at 1,215,000 square feet of development
- Year 2015 with SR 125 at 1,215,000 square feet of development
- Year 2020 with SR 125 at 1,215,000 square feet of development
- Buildout at 1,215,000 square feet of development
- Freeway Analysis

SANDAG trip generation rates for a super regional shopping center were utilized to determine the amount of traffic the proposed project would generate.

Table 5.3-5 summarizes the trip generation for the proposed project and is calculated to generate a total of 48,600 ADT at full buildout. Since a portion of trips attracted to retail centers are "pass-by/diverted" trips (hereafter referred to as "pass-by"), the total traffic generation for the shopping center portion of the site was divided into primary trips and pass-by trips. Pass-by trips are trips attracted to the site from traffic already on the street system and passing near the site while going from one location to another (such as work-to-home). This is as opposed to primary trips in which the trip returns to its place of origin (home-to-project-to-home). SANDAG research indicates that 20 percent of PM peak hour shopping center trips are pass-by trips. As described in the traffic technical report, a pass-by trip percent of 18 percent was adopted for this project. This percentage is comparable to the 20 percent recommended by SANDAG.

Since the PM peak hour pass-by percentage is higher that the overall daily percentage, one-half of the PM peak hour pass-by percentage (9 percent) was applied to the ADT volumes. As a result, the project is calculated to generate daily, AM and PM peak hour trips for the two square footage scenarios as follows:

Year 2005 at 871,000 Square Feet of Development

It is calculated that the project will generate a total of 34,840 daily trips, with 697 trips (488 inbound and 209 outbound trips) in the AM peak hour and 3,136 trips (1,568 inbound and 1,568 outbound trips) in the PM peak hour. With the reduction due to the pass-by trips, the project is calculated to

add a net new total of 31,704 daily trips with 2,572 trips (1,286 inbound and 1,286 outbound trips) in the PM peak hour. No reduction due to pass-by trips was assumed in AM peak hour.

Year 2005 and Beyond With Entire Project (1,215,000 SF Development)

It is calculated that with ultimate development, the project will generate a total of 48,600 daily trips, with 972 trips (680 inbound and 292 outbound trips) in the AM peak hour and 4,374 trips (2,187 inbound and 2,187 outbound trips) in the PM peak hour. With the reduction due to the pass-by trips, the project is calculated to add a net new total of 44,226 daily trips with 3,586 trips (1,793 inbound and 1,793 outbound trips) in the PM peak hour.

5.3.3.2 Future Project Analysis

Existing + Project Analysis (Project Buildout – 1,215,000 Square Feet)

Currently, Olympic Parkway extends eastward up to La Media and east of Hunte Parkway. The section of Olympic Parkway from La Media Road to Hunte Parkway was completed recently. For the purpose of the existing + project analysis, it is assumed that Eastlake Parkway, which currently terminates south of Clubhouse Drive, will be extended to Olympic Parkway and along the project frontage. No other future roadways were assumed. Access to the project was therefore assumed from Olympic Parkway and Eastlake Parkway only. These two project access driveways are analyzed as all-way STOP controlled intersections for the existing + project condition.

A spine road (Street "A"), roughly in a north-south direction, is proposed in the center of the property to connect from Olympic Parkway to Birch Road. Street "A" (Spine Road) would provide direct access to the site to allow future commercial users another access point to the property. Street "A" (Spine Road) would also allow for convenient internal and external circulation to the site.

Peak Hour Intersection Analysis

The project only peak hour volumes for the entire project were distributed and assigned using the without SR 125 distribution (Figure 14 in the traffic technical report) since it is similar to the existing conditions. Only intersections that could potentially be impacted by the addition of project traffic were analyzed in this scenario. All intersections are calculated to operate at LOS D or better except the following:

APPENDIX B

INTERSECTION COUNTS AND SIGNAL TIMING PLANS

Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#01 R	File Name:	ITM-21-005-01R
Intersection:	Town Center Drive & Olympic Parkway	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

AM	Town Center Drive Southbound			Olympic Parkway Westbound			Town Center Drive Northbound			Olympic Parkway Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	1	3	39	2	190	22	14	3	2	2	61	19	358
7:15	10	5	50	0	220	19	17	6	1	48	79	21	476
7:30	5	2	56	1	283	24	17	3	1	43	93	21	549
7:45	5	1	60	1	194	19	10	3	0	57	155	16	521
8:00	7	2	52	6	194	28	9	3	1	59	116	15	492
8:15	7	7	57	1	161	15	8	6	2	48	108	11	431
8:30	9	6	53	0	173	21	16	3	1	49	101	13	445
8:45	5	5	54	2	136	17	13	7	0	82	130	20	471
Total	49	31	421	13	1551	165	104	34	8	388	843	136	3743
Approach%	9.8	6.2	84.0	0.8	89.7	9.5	71.2	23.3	5.5	28.4	61.7	9.9	
Total%	1.3	0.8	11.2	0.3	41.4	4.4	2.8	0.9	0.2	10.4	22.5	3.6	

AM Intersection Peak Hour: **07:15 to 08:15**

Volume	27	10	218	8	891	90	53	15	3	207	443	73	2,038
Approach%	10.6	3.9	85.5	0.8	90.1	9.1	74.6	21.1	4.2	28.6	61.3	10.1	
Total%	1.3	0.5	10.7	0.4	43.7	4.4	2.6	0.7	0.1	10.2	21.7	3.6	
PHF			0.97			0.80			0.74			0.79	0.93

PM	Town Center Drive Southbound			Olympic Parkway Westbound			Town Center Drive Northbound			Olympic Parkway Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	13	21	114	4	164	28	41	12	4	132	252	58	843
16:15	19	14	107	4	166	34	43	20	4	151	227	104	893
16:30	24	14	103	7	171	30	48	10	7	111	274	51	850
16:45	29	33	103	9	184	30	47	22	2	166	284	74	983
17:00	20	11	109	0	190	36	43	24	3	138	287	58	919
17:15	18	21	105	6	171	30	44	21	1	151	244	47	859
17:30	23	16	108	8	176	39	53	18	7	134	262	75	919
17:45	20	20	103	9	167	38	54	22	5	132	240	86	896
Total	166	150	852	47	1389	265	373	149	33	1115	2070	553	7162
Approach%	14.2	12.8	72.9	2.8	81.7	15.6	67.2	26.8	5.9	29.8	55.4	14.8	
Total%	2.3	2.1	11.9	0.7	19.4	3.7	5.2	2.1	0.5	15.6	28.9	7.7	

PM Intersection Peak Hour: **16:45 to 17:45**

Volume	90	81	425	23	721	135	187	85	13	589	1,077	254	3,680
Approach%	15.1	13.6	71.3	2.6	82.0	15.4	65.6	29.8	4.6	30.7	56.1	13.2	
Total%	2.4	2.2	11.5	0.6	19.6	3.7	5.1	2.3	0.4	16.0	29.3	6.9	
PHF			0.90			0.97			0.91			0.92	0.94

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#01 R	File Name:	ITM-21-005-01R
Intersection:	Town Center Drive & Olympic Parkway	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

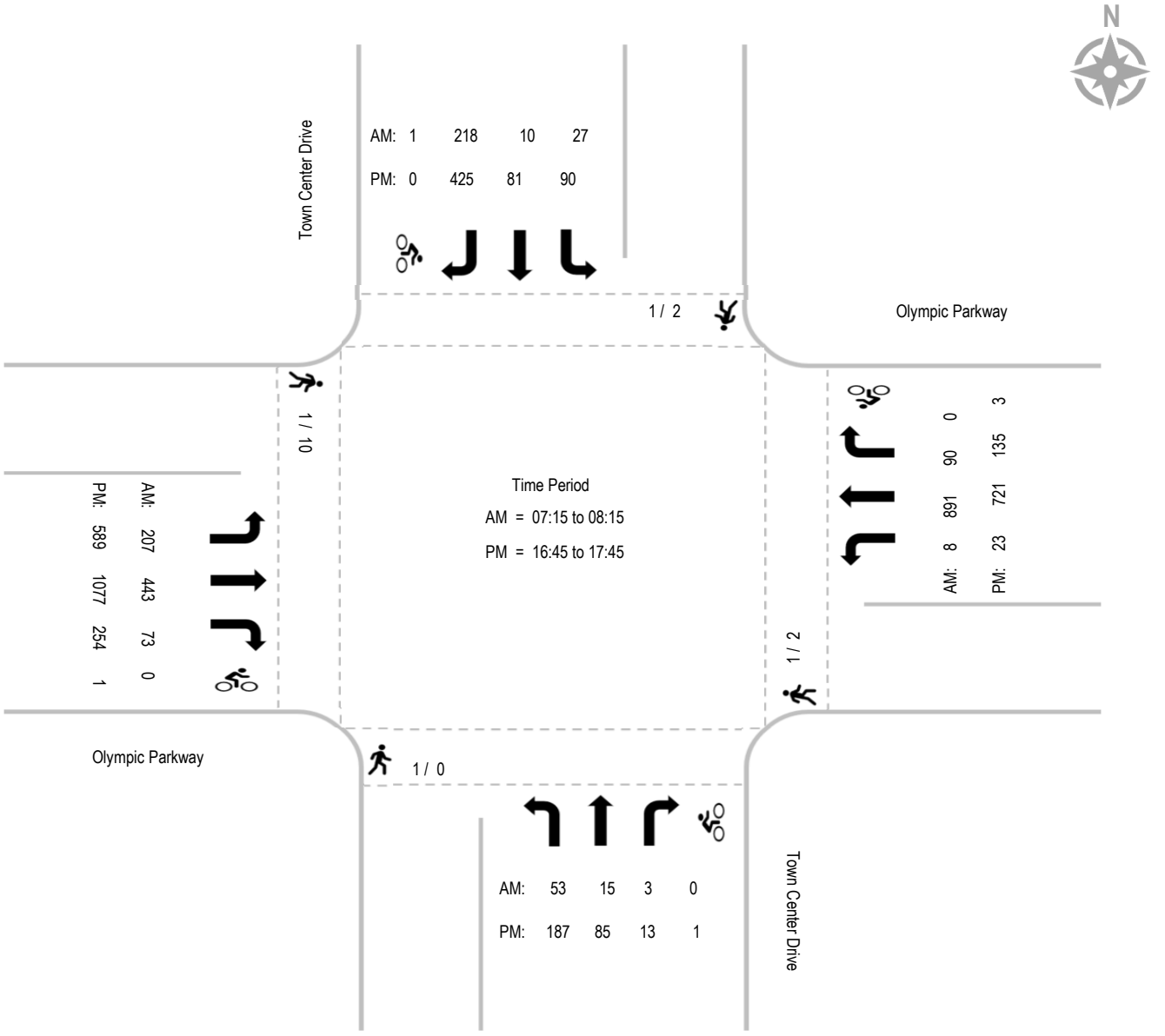
AM	Town Center Drive Southbound				Olympic Parkway Westbound				Town Center Drive Northbound				Olympic Parkway Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0
7:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	1				1				1				1				4	
Bike Total		0	1	0		0	0	0		0	0	0		0	0	0		1

PM	Town Center Drive Southbound				Olympic Parkway Westbound				Town Center Drive Northbound				Olympic Parkway Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
16:15	0	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	1	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
17:00	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1	0	3	2
17:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
17:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Ped Total	2				2				0				10				14	
Bike Total		0	0	0		0	2	1		0	1	0		0	1	0		5

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers

Location:	#01 R	File Name:	ITM-21-005-01R
Intersection:	Town Center Drive & Olympic Parkway	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#02R	File Name:	ITM-21-005-02
Intersection:	Eastlake Parkway & Olympic Parkway	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

AM	Eastlake Parkway Southbound			Olympic Parkway Westbound			Eastlake Parkway Northbound			Olympic Parkway Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	6	16	30	7	147	10	34	26	6	14	34	15	345
7:15	9	14	36	8	171	6	26	29	5	21	46	15	386
7:30	10	18	41	8	245	12	34	25	7	21	56	17	494
7:45	14	17	39	25	163	11	31	32	6	50	96	22	506
8:00	18	24	31	14	157	11	29	32	15	23	72	26	452
8:15	11	35	27	21	124	11	27	51	12	16	69	25	429
8:30	13	28	29	11	146	12	25	34	9	30	68	21	426
8:45	14	37	29	13	87	12	20	50	6	38	71	27	404
Total	95	189	262	107	1240	85	226	279	66	213	512	168	3442
Approach%	17.4	34.6	48.0	7.5	86.6	5.9	39.6	48.9	11.6	23.9	57.3	18.8	
Total%	2.8	5.5	7.6	3.1	36.0	2.5	6.6	8.1	1.9	6.2	14.9	4.9	

AM Intersection Peak Hour: **07:30 to 08:30**

Volume	53	94	138	68	689	45	121	140	40	110	293	90	1,881
Approach%	18.6	33.0	48.4	8.5	85.9	5.6	40.2	46.5	13.3	22.3	59.4	18.3	
Total%	2.8	5.0	7.3	3.6	36.6	2.4	6.4	7.4	2.1	5.8	15.6	4.8	
PHF			0.98			0.76			0.84			0.73	0.93

PM	Eastlake Parkway Southbound			Olympic Parkway Westbound			Eastlake Parkway Northbound			Olympic Parkway Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	36	148	47	36	110	19	39	101	26	52	155	58	827
16:15	33	124	47	31	118	15	52	91	24	54	157	47	793
16:30	31	114	40	23	103	20	60	107	17	68	157	64	804
16:45	45	127	44	23	123	17	65	73	10	80	168	79	854
17:00	43	152	35	54	96	23	51	107	30	58	177	53	879
17:15	21	160	45	30	115	18	62	118	21	63	167	50	870
17:30	42	132	57	49	99	22	69	66	32	59	136	51	814
17:45	32	142	34	32	130	19	57	126	24	61	133	53	843
Total	283	1099	349	278	894	153	455	789	184	495	1250	455	6684
Approach%	16.3	63.5	20.2	21.0	67.5	11.5	31.9	55.3	12.9	22.5	56.8	20.7	
Total%	4.2	16.4	5.2	4.2	13.4	2.3	6.8	11.8	2.8	7.4	18.7	6.8	

PM Intersection Peak Hour: **16:45 to 17:45**

Volume	151	571	181	156	433	80	247	364	93	260	648	233	3,417
Approach%	16.7	63.2	20.0	23.3	64.7	12.0	35.1	51.7	13.2	22.8	56.8	20.4	
Total%	4.4	16.7	5.3	4.6	12.7	2.3	7.2	10.7	2.7	7.6	19.0	6.8	
PHF			0.98			0.97			0.88			0.87	0.97

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#02R	File Name:	ITM-21-005-02
Intersection:	Eastlake Parkway & Olympic Parkway	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

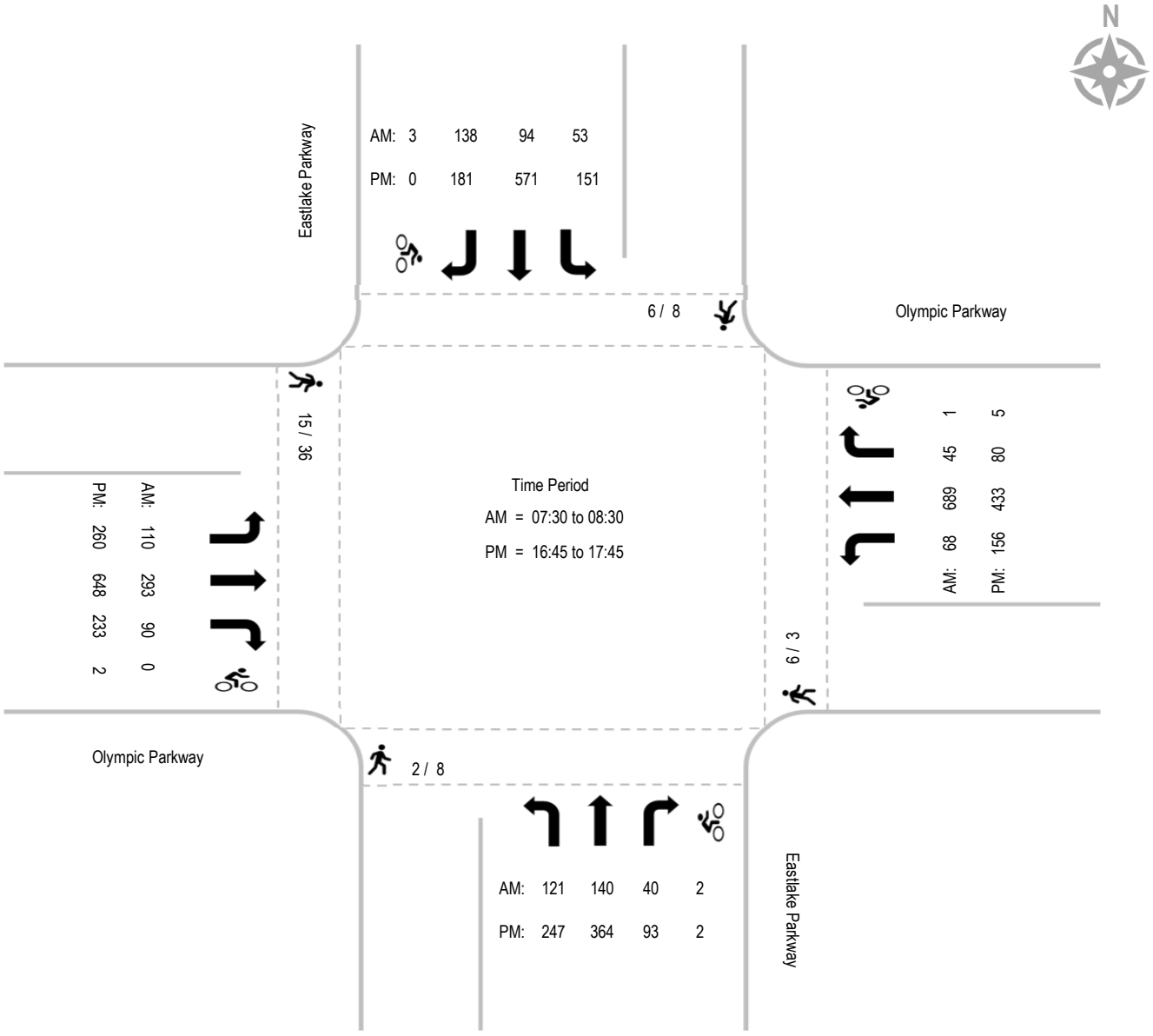
AM	Eastlake Parkway Southbound				Olympic Parkway Westbound				Eastlake Parkway Northbound				Olympic Parkway Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	2	0	1	0	0	0	0	2	0	0	2	0	0	0	3	4
7:15	4	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	9	0
7:30	1	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	6	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
8:00	0	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	3	1
8:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1
8:45	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	0
Ped Total	6				6				2				15				29	
Bike Total		0	3	0		0	1	0		2	0	0		0	0	0		6

PM	Eastlake Parkway Southbound				Olympic Parkway Westbound				Eastlake Parkway Northbound				Olympic Parkway Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	6	0	2	0	5	0	0	0	11	2
16:15	3	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0	10	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
16:45	2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0
17:00	1	0	0	0	0	2	2	0	0	0	0	0	1	0	0	0	2	4
17:15	1	0	0	0	1	0	0	0	1	0	0	0	9	0	1	0	12	1
17:30	0	0	0	0	1	0	1	0	0	0	0	0	3	0	1	0	4	2
17:45	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
Ped Total	8				3				8				36				55	
Bike Total		0	0	0		2	3	0		0	2	0		0	2	0		9

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers

Location:	#02R	File Name:	ITM-21-005-02
Intersection:	Eastlake Parkway & Olympic Parkway	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#03R	File Name:	ITM-21-005-03
Intersection:	Eastlake Parkway & Kestrel Falls Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

AM	Eastlake Parkway Southbound			Kestrel Falls Road Westbound			Eastlake Parkway Northbound			Kestrel Falls Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	6	32	3	3	0	21	1	38	0	3	0	0	107
7:15	2	28	6	5	2	8	0	46	0	9	1	0	107
7:30	7	36	2	1	1	18	2	48	1	3	1	0	120
7:45	9	35	3	3	0	10	1	61	0	3	0	0	125
8:00	6	56	3	3	0	8	0	60	0	7	1	0	144
8:15	6	64	10	3	1	7	2	75	1	5	0	0	174
8:30	4	49	10	1	0	12	0	44	0	8	1	1	130
8:45	5	62	7	1	3	12	0	67	2	2	2	0	163
Total	45	362	44	20	7	96	6	439	4	40	6	1	1070
Approach%	10.0	80.3	9.8	16.3	5.7	78.0	1.3	97.8	0.9	85.1	12.8	2.1	
Total%	4.2	33.8	4.1	1.9	0.7	9.0	0.6	41.0	0.4	3.7	0.6	0.1	

AM Intersection Peak Hour: **08:00 to 09:00**

Volume	21	231	30	8	4	39	2	246	3	22	4	1	611
Approach%	7.4	81.9	10.6	15.7	7.8	76.5	0.8	98.0	1.2	81.5	14.8	3.7	
Total%	3.4	37.8	4.9	1.3	0.7	6.4	0.3	40.3	0.5	3.6	0.7	0.2	
PHF			0.88			0.80			0.80			0.68	0.88

PM	Eastlake Parkway Southbound			Kestrel Falls Road Westbound			Eastlake Parkway Northbound			Kestrel Falls Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	23	169	47	2	2	4	1	108	3	24	5	3	391
16:15	22	115	44	1	3	8	3	110	5	37	3	4	355
16:30	28	141	32	2	2	16	1	141	2	37	6	1	409
16:45	32	167	45	0	3	5	3	109	1	25	5	2	397
17:00	26	165	32	2	3	14	4	138	3	41	1	3	432
17:15	31	161	41	0	3	8	8	136	4	42	2	3	439
17:30	22	159	43	3	6	11	5	123	0	30	5	4	411
17:45	30	147	41	2	3	6	6	114	2	37	8	7	403
Total	214	1224	325	12	25	72	31	979	20	273	35	27	3237
Approach%	12.1	69.4	18.4	11.0	22.9	66.1	3.0	95.0	1.9	81.5	10.4	8.1	
Total%	6.6	37.8	10.0	0.4	0.8	2.2	1.0	30.2	0.6	8.4	1.1	0.8	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	109	632	157	7	15	39	23	511	9	150	16	17	1,685
Approach%	12.1	70.4	17.5	11.5	24.6	63.9	4.2	94.1	1.7	82.0	8.7	9.3	
Total%	6.5	37.5	9.3	0.4	0.9	2.3	1.4	30.3	0.5	8.9	0.9	1.0	
PHF			0.96			0.76			0.92			0.88	0.96

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#03R	File Name:	ITM-21-005-03
Intersection:	Eastlake Parkway & Kestrel Falls Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

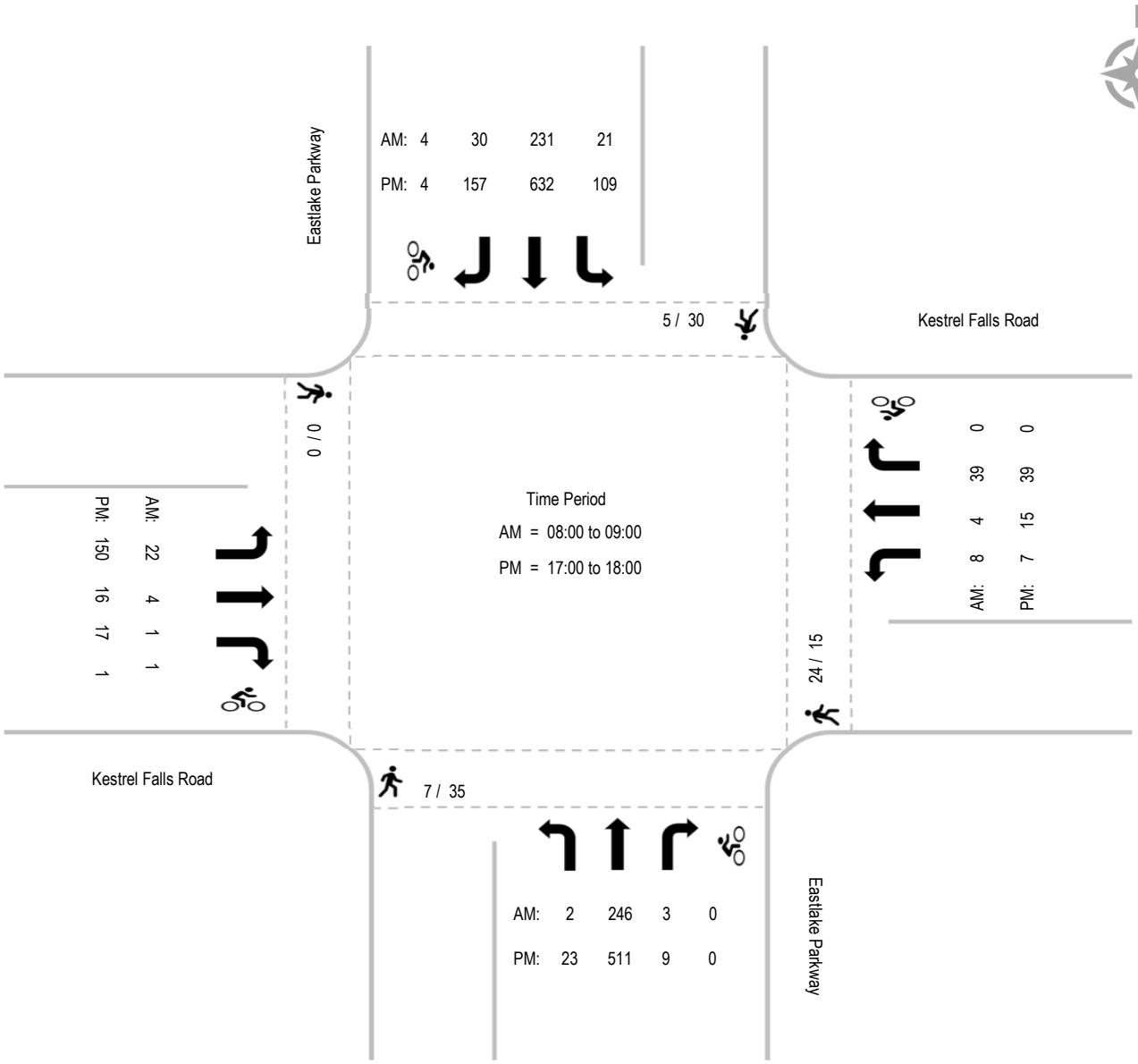
AM	Eastlake Parkway Southbound				Kestrel Falls Road Westbound				Eastlake Parkway Northbound				Kestrel Falls Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	1	0	2	0	8	0	0	0	1	0	0	0	0	0	0	0	10	2
7:15	2	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	9	0
7:30	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0
7:45	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	6	0
8:00	0	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	3	2
8:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	1	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	4	1
Ped Total	5				24				7				0				36	
Bike Total		0	4	0		0	0	0		0	0	0		0	1	0		5

PM	Eastlake Parkway Southbound				Kestrel Falls Road Westbound				Eastlake Parkway Northbound				Kestrel Falls Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	2	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	1
16:15	6	0	1	0	3	0	0	0	7	0	0	0	0	1	0	0	16	2
16:30	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	7	0
16:45	1	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	8	0
17:00	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1
17:15	4	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	10	0
17:30	10	0	1	0	1	0	0	0	5	0	0	0	0	0	0	0	16	1
17:45	0	0	0	0	4	0	0	0	6	0	0	0	0	0	0	0	10	0
Ped Total	30				15				35				0				80	
Bike Total		1	3	0		0	0	0		0	0	0		1	0	0		5

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers

Location:	#03R	File Name:	ITM-21-005-03
Intersection:	Eastlake Parkway & Kestrel Falls Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#04R	File Name:	ITM-21-005-04
Intersection:	SR-125 Southbound Ramps & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

AM	SR-125 SB On/Off Ramp Southbound			Birch Road Westbound			SR-125 SB On Ramp Northbound			Birch Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	20	0	12	0	72	13	0	0	0	0	109	5	231
7:15	16	0	14	0	93	16	0	0	0	0	113	15	267
7:30	20	0	29	0	129	25	0	0	0	0	116	9	328
7:45	27	0	49	0	131	32	0	0	0	0	152	14	405
8:00	25	0	28	0	118	5	0	0	0	0	129	5	310
8:15	14	1	15	0	86	10	0	0	0	0	118	8	252
8:30	15	0	7	0	89	23	0	0	0	0	100	3	237
8:45	23	0	8	0	79	7	0	0	0	0	123	2	242
Total	160	1	162	0	797	131	0	0	0	0	960	61	2272
Approach%	49.5	0.3	50.2	-	85.9	14.1	-	-	-	-	94.0	6.0	
Total%	7.0	0.0	7.1	-	35.1	5.8	-	-	-	-	42.3	2.7	

AM Intersection Peak Hour: **07:15 to 08:15**

Volume	88	-	120	-	471	78	-	-	-	-	510	43	1,310
Approach%	42.3	-	57.7	-	85.8	14.2	-	-	-	-	92.2	7.8	
Total%	6.7	-	9.2	-	36.0	6.0	-	-	-	-	38.9	3.3	
PHF			0.68			0.84			#DIV/0!			0.83	0.81

PM	SR-125 SB On/Off Ramp Southbound			Birch Road Westbound			SR-125 SB On Ramp Northbound			Birch Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	48	0	25	0	211	15	0	0	0	0	238	1	538
16:15	41	0	25	0	210	9	0	0	0	0	225	3	513
16:30	59	0	32	0	200	9	0	0	0	0	193	3	496
16:45	58	0	27	0	203	7	0	0	0	0	247	4	546
17:00	66	0	28	1	220	9	0	0	0	0	228	2	554
17:15	76	0	27	0	249	7	0	0	0	0	247	1	607
17:30	41	0	28	0	222	14	0	0	0	0	230	4	539
17:45	79	0	24	0	237	9	0	0	0	0	224	5	578
Total	468	0	216	1	1752	79	0	0	0	0	1832	23	4371
Approach%	68.4	-	31.6	0.1	95.6	4.3	-	-	-	-	98.8	1.2	
Total%	10.7	-	4.9	0.0	40.1	1.8	-	-	-	-	41.9	0.5	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	262	-	107	1	928	39	-	-	-	-	929	12	2,278
Approach%	71.0	-	29.0	0.1	95.9	4.0	-	-	-	-	98.7	1.3	
Total%	11.5	-	4.7	0.0	40.7	1.7	-	-	-	-	40.8	0.5	
PHF			0.90			0.95			#DIV/0!			0.95	0.94

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#04R	File Name:	ITM-21-005-04
Intersection:	SR-125 Southbound Ramps & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

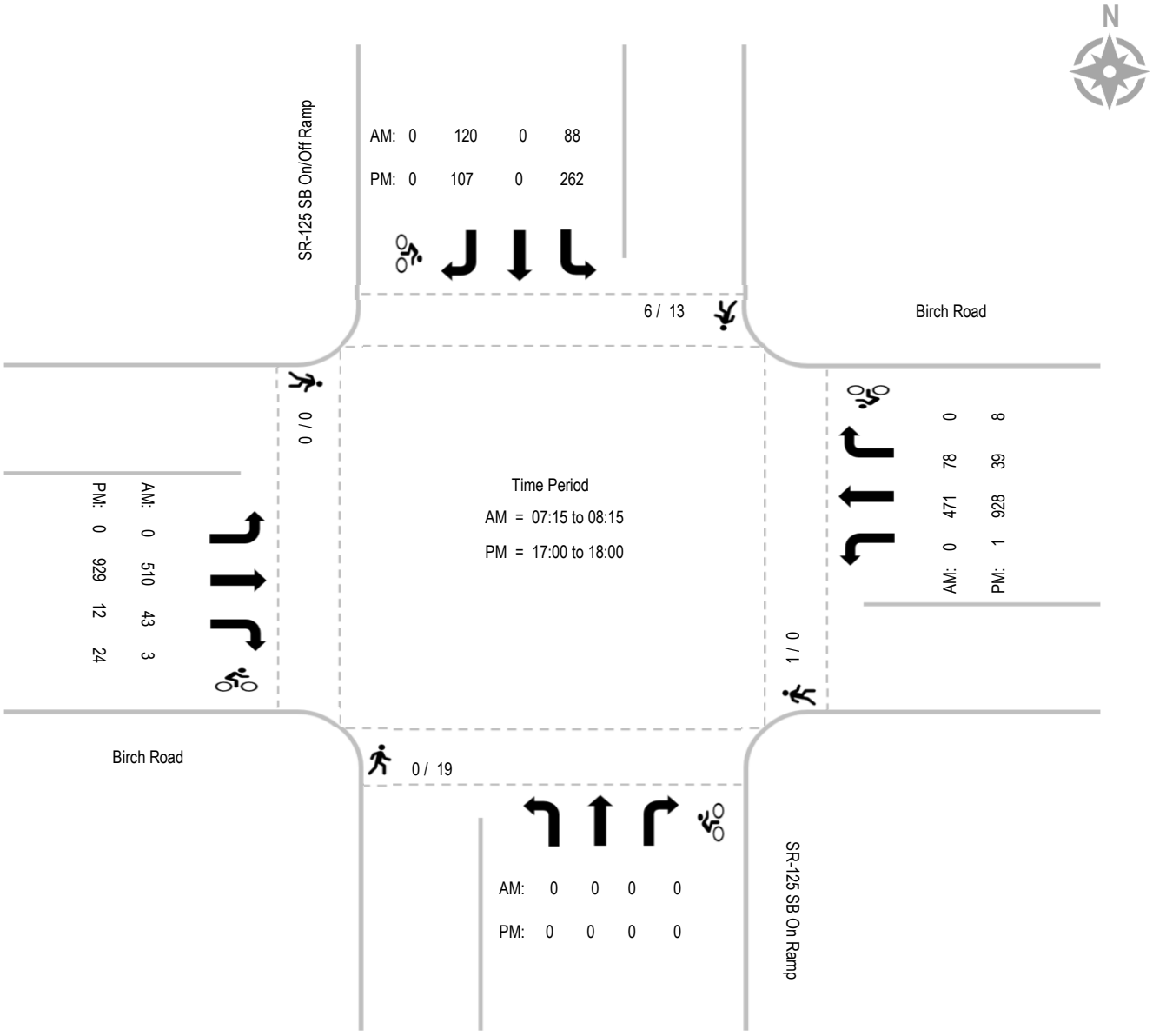
AM	SR-125 SB On/Off Ramp Southbound				Birch Road Westbound				SR-125 SB On Ramp Northbound				Birch Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Ped Total	6				1				0				0				7	
Bike Total		0	0	0		0	0	0		0	0	0		0	3	0		3

PM	SR-125 SB On/Off Ramp Southbound				Birch Road Westbound				SR-125 SB On Ramp Northbound				Birch Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	5	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	5	4
16:15	0	0	0	0	0	0	2	0	2	0	0	0	0	0	14	0	2	16
16:30	1	0	0	0	0	0	2	0	4	0	0	0	0	0	3	0	5	5
16:45	3	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	5	1
17:00	1	0	0	0	0	0	1	0	4	0	0	0	0	0	1	0	5	2
17:15	1	0	0	0	0	0	1	0	5	0	0	0	0	0	1	0	6	2
17:30	2	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	13				0				19				0				32	
Bike Total		0	0	0		0	8	0		0	0	0		0	24	0		32

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers

Location:	#04R	File Name:	ITM-21-005-04
Intersection:	SR-125 Southbound Ramps & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#05R	File Name:	ITM-21-005-05
Intersection:	SR-125 Northbound Ramps & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

AM	SR-125 NB On Ramp Southbound			Birch Road Westbound			SR-125 NB On/Off Ramp Northbound			Birch Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	82	34	3	0	10	0	91	32	252
7:15	0	0	0	0	104	66	1	0	5	0	92	35	303
7:30	0	0	0	0	150	57	7	0	4	0	101	41	360
7:45	0	0	0	0	152	36	7	0	6	0	139	43	383
8:00	0	0	0	0	140	55	1	0	9	0	132	32	369
8:15	0	0	0	0	89	50	2	0	10	0	109	22	282
8:30	0	0	0	0	110	52	2	0	9	0	98	14	285
8:45	0	0	0	0	89	28	0	0	5	0	133	13	268
Total	0	0	0	0	916	378	23	0	58	0	895	232	2502
Approach%	-	-	-	-	70.8	29.2	28.4	-	71.6	-	79.4	20.6	
Total%	-	-	-	-	36.6	15.1	0.9	-	2.3	-	35.8	9.3	

AM Intersection Peak Hour: **07:15 to 08:15**

Volume	-	-	-	-	546	214	16	-	24	-	464	151	1,415
Approach%	-	-	-	-	71.8	28.2	40.0	-	60.0	-	75.4	24.6	
Total%	-	-	-	-	38.6	15.1	1.1	-	1.7	-	32.8	10.7	
PHF			#DIV/0!			0.92			0.77			0.84	0.93

PM	SR-125 NB On Ramp Southbound			Birch Road Westbound			SR-125 NB On/Off Ramp Northbound			Birch Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	0	0	0	0	219	40	3	0	30	0	269	19	580
16:15	0	0	0	0	213	44	4	0	25	0	242	19	547
16:30	0	0	0	0	204	35	8	0	23	0	237	18	525
16:45	0	0	0	0	202	30	3	0	25	0	295	21	576
17:00	0	0	0	0	227	52	11	0	24	0	270	25	609
17:15	0	0	0	0	242	44	14	0	39	0	311	18	668
17:30	0	0	0	0	226	39	3	0	23	0	247	20	558
17:45	0	0	0	0	240	35	2	0	15	0	278	18	588
Total	0	0	0	0	1773	319	48	0	204	0	2149	158	4651
Approach%	-	-	-	-	84.8	15.2	19.0	-	81.0	-	93.2	6.8	
Total%	-	-	-	-	38.1	6.9	1.0	-	4.4	-	46.2	3.4	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	-	-	-	-	935	170	30	-	101	-	1,106	81	2,423
Approach%	-	-	-	-	84.6	15.4	22.9	-	77.1	-	93.2	6.8	
Total%	-	-	-	-	38.6	7.0	1.2	-	4.2	-	45.6	3.3	
PHF			#DIV/0!			0.97			0.62			0.90	0.91

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#05R	File Name:	ITM-21-005-05
Intersection:	SR-125 Northbound Ramps & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

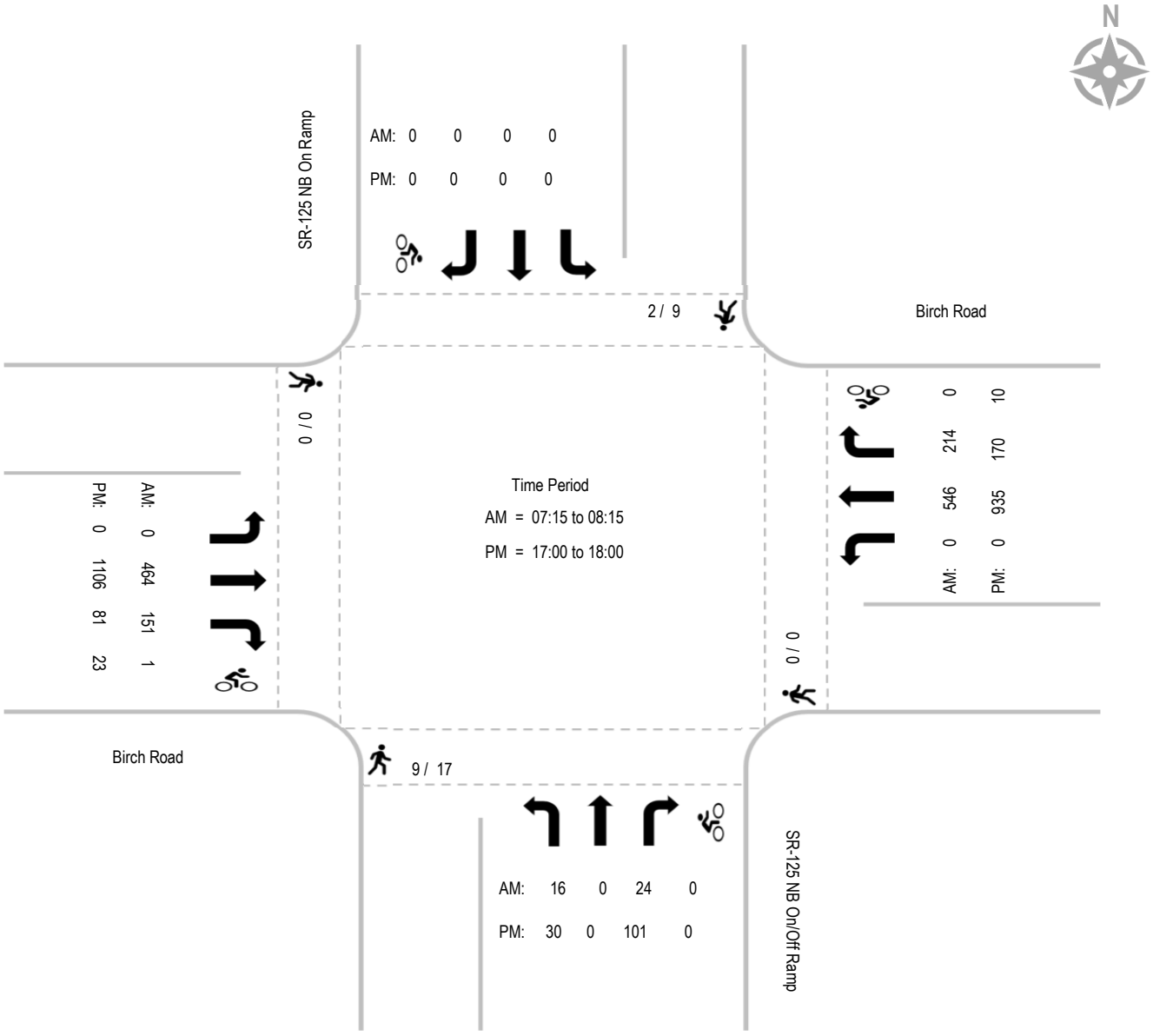
AM	SR-125 NB On Ramp Southbound				Birch Road Westbound				SR-125 NB On/Off Ramp Northbound				Birch Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
7:45	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
8:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
Ped Total	2				0				9				0				11	
Bike Total		0	0	0		0	0	0		0	0	0		0	1	0		1

PM	SR-125 NB On Ramp Southbound				Birch Road Westbound				SR-125 NB On/Off Ramp Northbound				Birch Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
16:15	0	0	0	0	0	0	3	0	3	0	0	0	0	0	14	0	3	17
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	2	3
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	3	1
17:00	2	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	4	3
17:15	3	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	7	3
17:30	3	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	6	1
17:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Ped Total	9				0				17				0				26	
Bike Total		0	0	0		0	10	0		0	0	0		0	23	0		33

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers

Location:	#05R	File Name:	ITM-21-005-05
Intersection:	SR-125 Northbound Ramps & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#06R	File Name:	ITM-21-005-06
Intersection:	Millenia Avenue & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Thursday, February 04, 2021		Otay Ranch Town Center

AM	Millenia Avenue Southbound			Birch Road Westbound			Millenia Avenue Northbound			Birch Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	3	1	11	15	69	5	50	1	12	13	38	40	258
7:15	4	2	10	16	87	4	62	2	9	14	33	29	272
7:30	3	2	19	26	97	7	65	3	11	15	46	41	335
7:45	5	3	12	18	107	4	72	7	8	20	97	28	381
8:00	3	3	13	11	87	2	62	2	12	13	58	52	318
8:15	0	5	7	19	87	5	48	9	12	19	78	40	329
8:30	2	4	16	21	88	3	53	4	11	13	69	40	324
8:45	2	5	17	16	70	3	48	12	24	25	65	35	322
Total	22	25	105	142	692	33	460	40	99	132	484	305	2539
Approach%	14.5	16.4	69.1	16.4	79.8	3.8	76.8	6.7	16.5	14.3	52.6	33.1	
Total%	0.9	1.0	4.1	5.6	27.3	1.3	18.1	1.6	3.9	5.2	19.1	12.0	

AM Intersection Peak Hour: **07:30 to 08:30**

Volume	11	13	51	74	378	18	247	21	43	67	279	161	1,363
Approach%	14.7	17.3	68.0	15.7	80.4	3.8	79.4	6.8	13.8	13.2	55.0	31.8	
Total%	0.8	1.0	3.7	5.4	27.7	1.3	18.1	1.5	3.2	4.9	20.5	11.8	
PHF			0.78			0.90			0.89			0.87	0.89

PM	Millenia Avenue Southbound			Birch Road Westbound			Millenia Avenue Northbound			Birch Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	5	18	44	37	138	9	71	18	26	53	173	55	647
16:15	7	9	37	26	127	12	61	12	34	44	156	59	584
16:30	13	14	35	22	143	8	66	16	37	53	152	63	622
16:45	12	12	54	34	147	10	71	11	31	50	160	78	670
17:00	8	12	36	27	151	6	69	20	33	50	160	66	638
17:15	12	22	55	33	126	12	69	15	28	43	149	69	633
17:30	13	12	55	30	118	10	68	11	31	66	208	82	704
17:45	8	14	51	44	139	8	75	17	32	54	153	71	666
Total	78	113	367	253	1089	75	550	120	252	413	1311	543	5164
Approach%	14.0	20.3	65.8	17.9	76.9	5.3	59.7	13.0	27.3	18.2	57.8	24.0	
Total%	1.5	2.2	7.1	4.9	21.1	1.5	10.7	2.3	4.9	8.0	25.4	10.5	

PM Intersection Peak Hour: **16:45 to 17:45**

Volume	45	58	200	124	542	38	277	57	123	209	677	295	2,645
Approach%	14.9	19.1	66.0	17.6	77.0	5.4	60.6	12.5	26.9	17.7	57.3	25.0	
Total%	1.7	2.2	7.6	4.7	20.5	1.4	10.5	2.2	4.7	7.9	25.6	11.2	
PHF			0.85			0.92			0.94			0.83	0.94

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

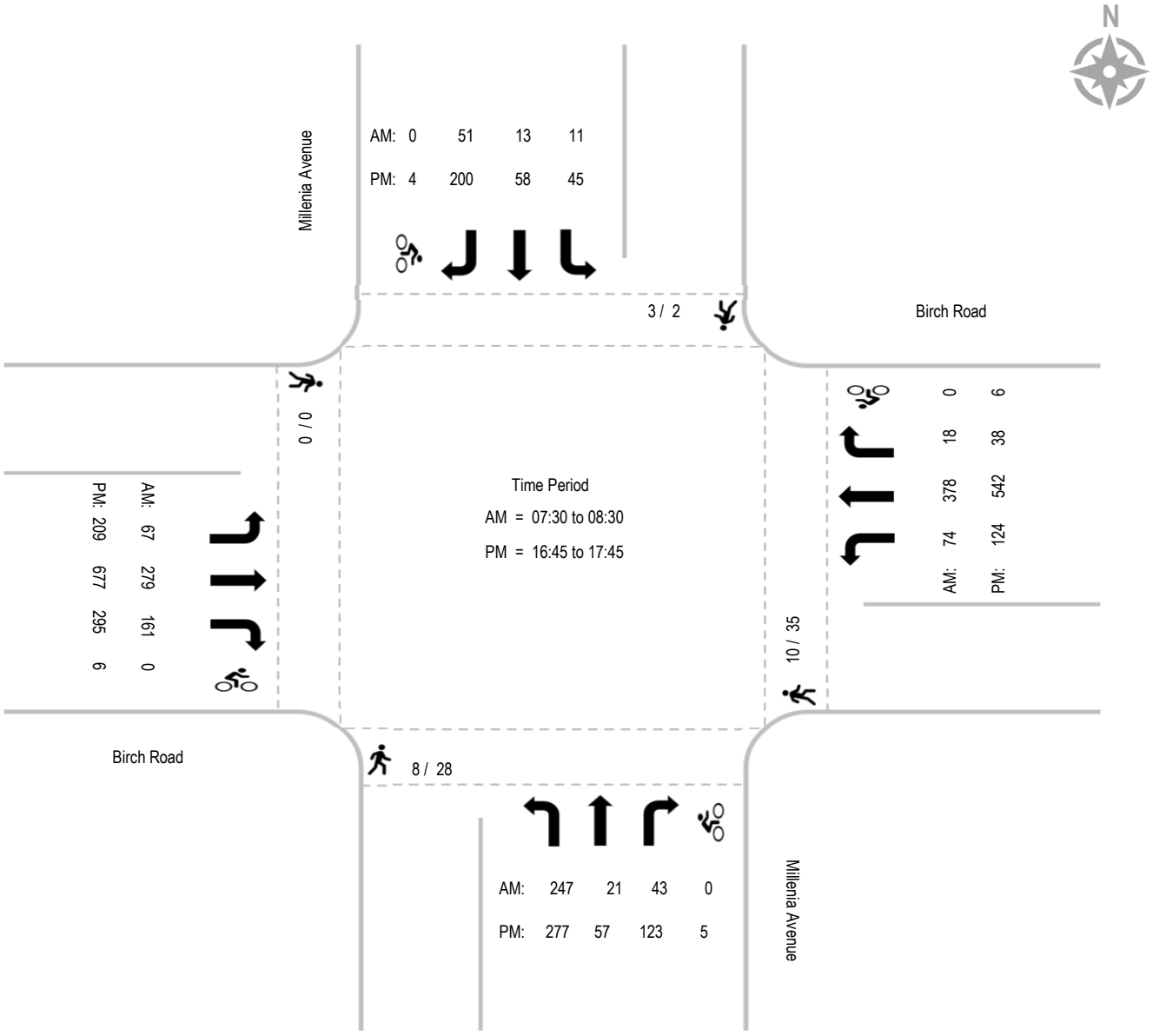
Location:	#06R	File Name:	ITM-21-005-06
Intersection:	Millenia Avenue & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Thursday, February 04, 2021		Otay Ranch Town Center

AM	Millenia Avenue Southbound				Birch Road Westbound				Millenia Avenue Northbound				Birch Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	4	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	1	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	7	0
8:30	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	7	0
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Ped Total	3				10				8				0				21	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	Millenia Avenue Southbound				Birch Road Westbound				Millenia Avenue Northbound				Birch Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	7	3
16:15	0	0	0	0	6	0	0	0	5	0	2	0	0	0	1	0	11	3
16:30	1	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	9	0
16:45	0	0	0	0	3	0	0	0	4	0	1	0	0	0	1	0	7	2
17:00	0	0	0	0	5	0	0	0	2	1	0	0	0	0	0	0	7	1
17:15	0	0	0	0	10	0	1	0	7	0	0	0	0	0	0	0	17	1
17:30	0	0	0	0	3	0	2	0	0	1	0	0	0	0	0	0	3	3
17:45	1	0	4	0	1	0	0	0	2	0	0	0	0	0	4	0	4	8
Ped Total	2				35				28				0				65	
Bike Total		0	4	0		0	6	0		2	3	0		0	6	0		21

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#06R	File Name: ITM-21-005-06
	Intersection:	Millenia Avenue & Birch Road	Project: LLG Ref. 3-20-3254
	Date of Count:	Thursday, February 04, 2021	Otay Ranch Town Center



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#07R	File Name:	ITM-21-005-07
Intersection:	Millenia Avenue & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

AM	Orion Avenue Southbound			Birch Road Westbound			Orion Avenue Northbound			Birch Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	1	1	1	0	67	2	21	3	3	2	29	18	148
7:15	0	2	5	1	81	1	23	2	3	3	37	12	170
7:30	2	0	2	0	80	2	44	1	0	0	50	11	192
7:45	0	0	0	1	113	0	22	0	1	1	76	12	226
8:00	1	0	0	1	87	4	36	3	1	0	64	11	208
8:15	2	0	1	0	95	5	22	1	4	3	85	6	224
8:30	4	4	6	0	68	1	19	0	0	6	60	10	178
8:45	5	6	6	1	73	3	21	1	1	8	65	11	201
Total	15	13	21	4	664	18	208	11	13	23	466	91	1547
Approach%	30.6	26.5	42.9	0.6	96.8	2.6	89.7	4.7	5.6	4.0	80.3	15.7	
Total%	1.0	0.8	1.4	0.3	42.9	1.2	13.4	0.7	0.8	1.5	30.1	5.9	

AM Intersection Peak Hour: **07:30 to 08:30**

Volume	5	-	3	2	375	11	124	5	6	4	275	40	850
Approach%	62.5	-	37.5	0.5	96.6	2.8	91.9	3.7	4.4	1.3	86.2	12.5	
Total%	0.6	-	0.4	0.2	44.1	1.3	14.6	0.6	0.7	0.5	32.4	4.7	
PHF			0.50			0.85			0.75			0.85	0.94

PM	Orion Avenue Southbound			Birch Road Westbound			Orion Avenue Northbound			Birch Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	11	6	21	8	146	25	19	4	1	23	127	2	393
16:15	22	1	34	3	129	16	13	3	6	21	140	23	411
16:30	17	12	24	7	120	22	17	3	8	25	156	18	429
16:45	17	7	32	9	114	30	16	3	6	23	150	30	437
17:00	23	8	38	8	128	33	15	5	5	20	151	27	461
17:15	26	7	38	11	155	26	18	7	3	34	155	33	513
17:30	19	9	38	7	115	28	16	4	8	16	135	34	429
17:45	18	11	32	8	124	17	16	6	5	19	131	30	417
Total	153	61	257	61	1031	197	130	35	42	181	1145	197	3490
Approach%	32.5	13.0	54.6	4.7	80.0	15.3	62.8	16.9	20.3	11.9	75.2	12.9	
Total%	4.4	1.7	7.4	1.7	29.5	5.6	3.7	1.0	1.2	5.2	32.8	5.6	

PM Intersection Peak Hour: **16:30 to 17:30**

Volume	83	34	132	35	517	111	66	18	22	102	612	108	1,840
Approach%	33.3	13.7	53.0	5.3	78.0	16.7	62.3	17.0	20.8	12.4	74.5	13.1	
Total%	4.5	1.8	7.2	1.9	28.1	6.0	3.6	1.0	1.2	5.5	33.3	5.9	
PHF			0.88			0.86			0.95			0.93	0.91

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#07R	File Name:	ITM-21-005-07
Intersection:	Millenia Avenue & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

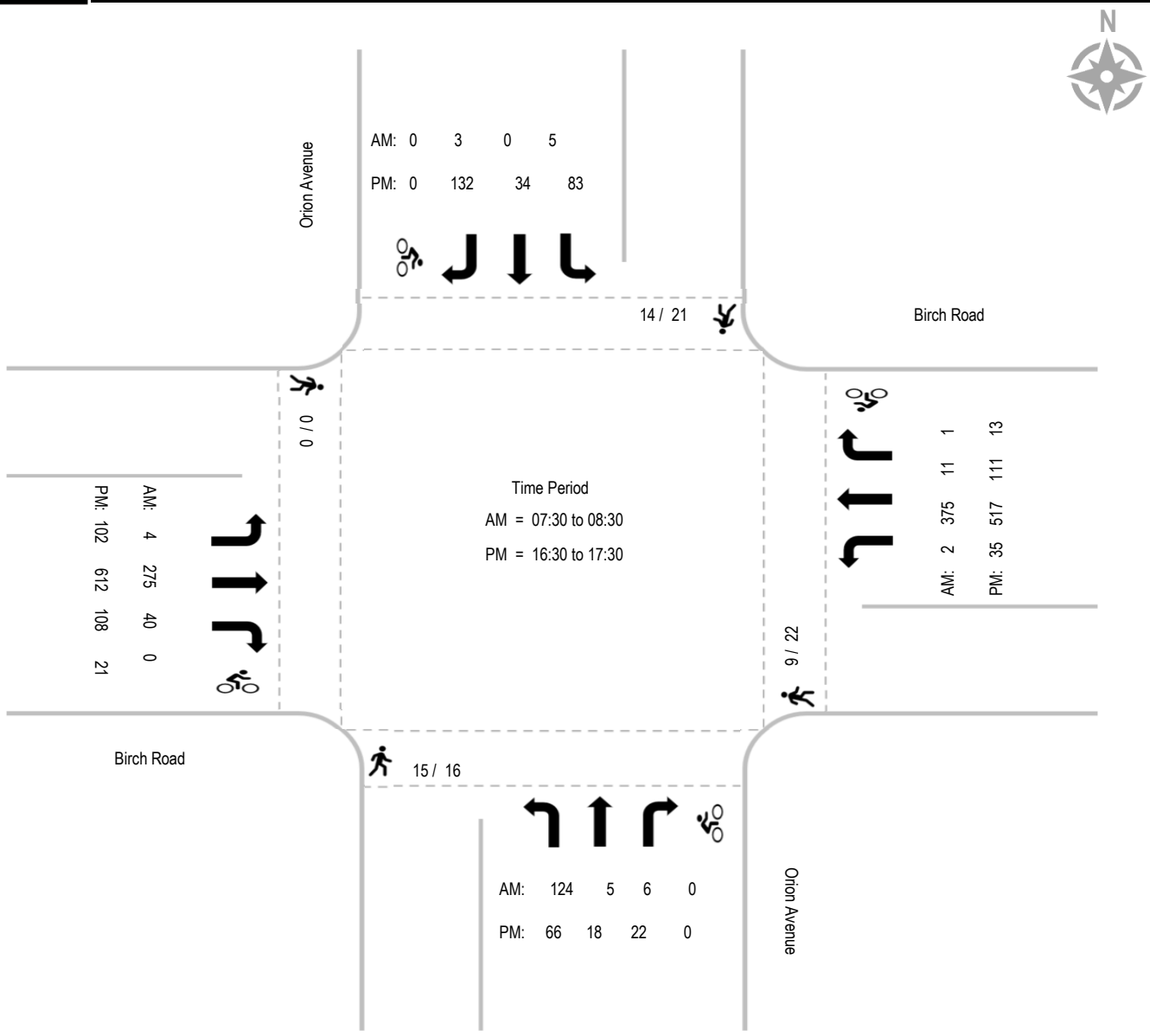
AM	Orion Avenue Southbound				Birch Road Westbound				Orion Avenue Northbound				Birch Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	1	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4	1
7:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45	3	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	10	0
8:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4	0
8:30	3	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	8	0
8:45	3	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	8	0
Ped Total	14				9				15				0				38	
Bike Total		0	0	0		0	1	0		0	0	0		0	0	0		1

PM	Orion Avenue Southbound				Birch Road Westbound				Orion Avenue Northbound				Birch Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	2	2
16:15	3	0	0	0	4	0	1	0	2	0	0	0	0	0	14	0	9	15
16:30	2	0	0	0	1	0	1	0	1	0	0	0	0	0	3	0	4	4
16:45	4	0	0	0	8	0	2	0	1	0	0	0	0	0	1	0	13	3
17:00	4	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0
17:15	1	0	0	0	4	0	0	0	7	0	0	0	0	0	0	0	12	0
17:30	1	0	0	0	0	0	0	3	2	0	0	0	0	0	1	0	3	4
17:45	5	0	0	0	4	0	5	0	1	0	0	0	0	0	1	0	10	6
Ped Total	21				22				16				0				59	
Bike Total		0	0	0		0	10	3		0	0	0		0	21	0		34

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers

Location:	#07R	File Name:	ITM-21-005-07
Intersection:	Millenia Avenue & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#08R	File Name:	ITM-21-005-08
Intersection:	Eastlake Parkway & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

AM	Eastlake Parkway Southbound			Birch Road Westbound			Eastlake Parkway Northbound			Birch Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	1	16	15	0	35	6	14	14	0	17	11	8	137
7:15	3	10	19	0	47	6	17	26	0	12	15	13	168
7:30	5	15	19	0	48	7	22	18	0	27	18	5	184
7:45	6	15	37	0	40	11	29	19	0	32	29	11	229
8:00	5	27	27	0	45	10	15	17	0	33	29	8	216
8:15	8	22	36	0	31	9	28	24	0	43	26	21	248
8:30	12	20	19	1	37	7	17	11	0	26	21	9	180
8:45	12	22	31	0	27	11	12	19	0	39	22	11	206
Total	52	147	203	1	310	67	154	148	0	229	171	86	1568
Approach%	12.9	36.6	50.5	0.3	82.0	17.7	51.0	49.0	-	47.1	35.2	17.7	
Total%	3.3	9.4	12.9	0.1	19.8	4.3	9.8	9.4	-	14.6	10.9	5.5	

AM Intersection Peak Hour: **07:30 to 08:30**

Volume	24	79	119	-	164	37	94	78	-	135	102	45	877
Approach%	10.8	35.6	53.6	-	81.6	18.4	54.7	45.3	-	47.9	36.2	16.0	
Total%	2.7	9.0	13.6	-	18.7	4.2	10.7	8.9	-	15.4	11.6	5.1	
PHF			0.84			0.91			0.83			0.78	0.88

PM	Eastlake Parkway Southbound			Birch Road Westbound			Eastlake Parkway Northbound			Birch Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	36	24	88	0	44	14	45	42	2	41	91	25	452
16:15	17	25	38	0	34	10	33	24	0	43	29	22	275
16:30	21	37	62	0	30	33	43	43	1	80	80	25	455
16:45	34	46	77	0	41	18	36	36	0	56	82	33	459
17:00	52	69	81	1	57	32	56	57	2	67	77	35	586
17:15	41	43	79	0	51	26	35	45	0	63	109	19	511
17:30	41	38	68	3	37	12	40	53	2	63	63	17	437
17:45	38	48	68	1	51	28	37	29	3	51	91	23	468
Total	280	330	561	5	345	173	325	329	10	464	622	199	3643
Approach%	23.9	28.2	47.9	1.0	66.0	33.1	48.9	49.5	1.5	36.1	48.4	15.5	
Total%	7.7	9.1	15.4	0.1	9.5	4.7	8.9	9.0	0.3	12.7	17.1	5.5	

PM Intersection Peak Hour: **16:30 to 17:30**

Volume	148	195	299	1	179	109	170	181	3	266	348	112	2,011
Approach%	23.1	30.4	46.6	0.3	61.9	37.7	48.0	51.1	0.8	36.6	47.9	15.4	
Total%	7.4	9.7	14.9	0.0	8.9	5.4	8.5	9.0	0.1	13.2	17.3	5.6	
PHF			0.79			0.80			0.77			0.95	0.86

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

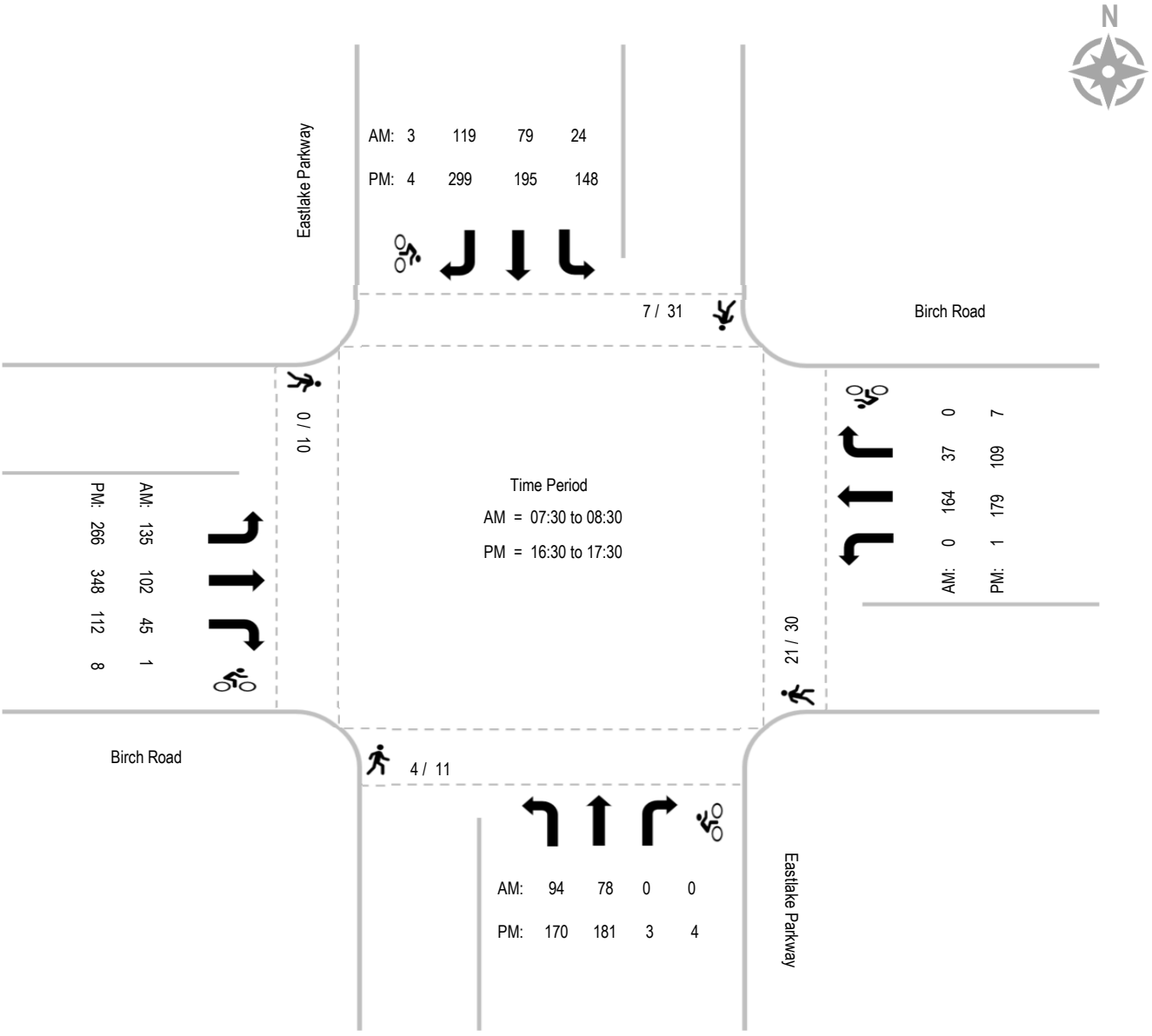
Location:	#08R	File Name:	ITM-21-005-08
Intersection:	Eastlake Parkway & Birch Road	Project:	LLG Ref. 3-20-3254
Date of Count:	Tuesday, February 02, 2021		Otay Ranch Town Center

AM	Eastlake Parkway Southbound				Birch Road Westbound				Eastlake Parkway Northbound				Birch Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	2	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	4	2
7:15	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	9	0
7:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45	1	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	5	0
8:00	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1
8:15	0	0	0	0	3	0	0	0	1	0	0	0	0	0	1	0	4	1
8:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	6	0
Ped Total	7				21				4				0				32	
Bike Total		1	1	1		0	0	0		0	0	0		0	1	0		4

PM	Eastlake Parkway Southbound				Birch Road Westbound				Eastlake Parkway Northbound				Birch Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	4	0	2	0	0	0	0	0	0	1	0	0	0	0	3	0	4	6
16:15	0	0	0	0	3	0	1	0	1	0	0	0	0	0	0	0	4	1
16:30	2	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	6	1
16:45	3	0	0	0	2	0	2	0	2	0	1	0	0	0	1	0	7	4
17:00	4	0	0	1	2	0	0	0	1	0	0	0	5	0	0	0	12	1
17:15	5	0	0	0	4	0	0	0	3	0	1	0	3	0	1	0	15	2
17:30	7	0	0	0	9	0	3	0	2	0	0	0	2	0	0	2	20	5
17:45	6	0	0	1	6	0	1	0	2	0	1	0	0	0	0	0	14	3
Ped Total	31				30				11				10				82	
Bike Total		0	2	2		0	7	0		1	3	0		0	6	2		23

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#08R	File Name: ITM-21-005-08
	Intersection:	Eastlake Parkway & Birch Road	Project: LLG Ref. 3-20-3254
	Date of Count:	Tuesday, February 02, 2021	Otay Ranch Town Center



Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Eastlake Parkway, between Olympic Parkway and Kestrel Falls Road**

Date: **Wednesday, February 3, 2021** Total Daily Volume: **18084** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
71	30	26	39	75	164	341	480	608	714	802	1120	1401	1393	1559	1586	1733	1804	1465	1062	697	478	271	165
25	8	8	4	9	30	68	117	123	173	194	264	368	345	382	367	413	467	378	314	214	134	87	46
20	2	6	8	13	36	64	104	171	169	181	248	346	353	377	405	417	473	385	252	190	118	78	54
17	12	4	14	16	39	87	121	174	167	197	319	351	337	368	390	450	423	359	256	168	117	59	27
9	8	8	13	37	59	122	138	140	205	230	289	336	358	432	424	453	441	343	240	125	109	47	38

Date: **Wednesday, February 3, 2021** Total Daily Volume: **8551** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
38	16	17	23	42	101	165	271	305	334	353	482	627	640	774	741	840	787	682	513	321	250	145	84
14	5	4	3	6	14	38	62	58	86	87	108	162	158	175	183	204	200	162	135	101	82	40	15
12	0	4	4	9	25	26	70	90	81	85	111	159	163	169	175	220	211	169	128	91	58	43	31
7	8	3	6	10	29	44	67	85	79	84	130	163	159	190	189	227	189	186	121	67	60	34	17
5	3	6	10	17	33	57	72	72	88	97	133	143	160	240	194	189	187	165	129	62	50	28	21

Date: **Wednesday, February 3, 2021** Total Daily Volume: **9533** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
33	14	9	16	33	63	176	209	303	380	449	638	774	753	785	845	893	1017	783	549	376	228	126	81
11	3	4	1	3	16	30	55	65	87	107	156	206	187	207	184	209	267	216	179	113	52	47	31
8	2	2	4	4	11	38	34	81	88	96	137	187	190	208	230	197	262	216	124	99	60	35	23
10	4	1	8	6	10	43	54	89	88	113	189	188	178	178	201	223	234	173	135	101	57	25	10
4	5	2	3	20	26	65	66	68	117	133	156	193	198	192	230	264	254	178	111	63	59	19	17

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Eastlake Parkway, between Kestrel Falls Road and Birch Road**

Date: **Wednesday, February 3, 2021** Total Daily Volume: **13265** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
64	27	20	34	50	118	262	370	484	577	621	853	1042	1013	1070	1122	1201	1212	1059	789	537	388	219	133
19	6	6	3	8	21	37	90	96	141	144	208	257	247	271	280	293	317	275	227	166	105	70	34
20	3	6	7	11	26	53	72	153	139	155	186	265	262	255	271	277	323	266	193	146	94	61	44
15	11	2	13	11	27	70	95	119	141	150	228	247	237	241	276	306	283	275	191	133	97	48	25
10	7	6	11	20	44	102	113	116	156	172	231	273	267	303	295	325	289	243	178	92	92	40	30

Date: **Wednesday, February 3, 2021** Total Daily Volume: **6271** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
31	14	11	18	32	70	109	189	239	274	294	392	516	463	545	522	592	555	480	361	226	176	102	60
9	3	2	2	5	10	20	49	43	67	73	90	131	110	123	129	144	141	114	95	71	58	28	11
11	1	4	4	8	18	16	41	79	65	72	93	134	127	119	123	155	149	119	90	64	41	30	22
5	7	1	4	7	20	29	48	54	68	78	99	135	114	134	133	160	133	131	85	47	42	24	12
6	3	4	8	12	22	44	51	63	74	71	110	116	112	169	137	133	132	116	91	44	35	20	15

Date: **Wednesday, February 3, 2021** Total Daily Volume: **6994** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
33	13	9	16	18	48	153	181	245	303	327	461	526	550	525	600	609	657	579	428	311	212	117	73
10	3	4	1	3	11	17	41	53	74	71	118	126	137	148	151	149	176	161	132	95	47	42	23
9	2	2	3	3	8	37	31	74	74	83	93	131	135	136	148	122	174	147	103	82	53	31	22
10	4	1	9	4	7	41	47	65	73	72	129	112	123	107	143	146	150	144	106	86	55	24	13
4	4	2	3	8	22	58	62	53	82	101	121	157	155	134	158	192	157	127	87	48	57	20	15

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Birch Road, between Orion Avenue and Eastlake Parkway**

Date: **Wednesday, February 3, 2021** Total Daily Volume: **14367** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
53	31	23	30	55	162	299	524	586	590	652	805	1104	1145	1149	1211	1319	1378	1161	837	575	355	222	101
19	8	5	2	8	24	55	123	166	141	163	163	269	308	260	290	323	379	315	244	177	110	70	33
12	5	7	7	12	41	82	117	169	141	159	195	242	269	294	281	295	335	310	210	142	105	64	26
11	9	7	12	11	40	62	136	127	154	160	212	295	279	288	324	370	325	274	186	140	70	47	27
11	9	4	9	24	57	100	148	124	154	170	235	298	289	307	316	331	339	262	197	116	70	41	15

Date: **Wednesday, February 3, 2021** Total Daily Volume: **7051** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
30	18	14	14	16	48	97	198	260	274	317	381	544	548	569	586	740	681	612	451	293	178	125	57
12	4	4	2	1	5	19	50	64	76	87	77	125	149	106	133	180	183	168	136	90	65	41	18
7	3	5	2	5	9	26	32	80	59	72	91	119	117	144	150	173	160	162	110	75	45	37	15
7	6	4	3	2	14	18	47	57	68	81	96	161	134	151	152	213	157	140	98	63	30	27	17
4	5	1	7	8	20	34	69	59	71	77	117	139	148	168	151	174	181	142	107	65	38	20	7

Date: **Wednesday, February 3, 2021** Total Daily Volume: **7316** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	13	9	16	39	114	202	326	326	316	335	424	560	597	580	625	579	697	549	386	282	177	97	44
7	4	1	0	7	19	36	73	102	65	76	86	144	159	154	157	143	196	147	108	87	45	29	15
5	2	2	5	7	32	56	85	89	82	87	104	123	152	150	131	122	175	148	100	67	60	27	11
4	3	3	9	9	26	44	89	70	86	79	116	134	145	137	172	157	168	134	88	77	40	20	10
7	4	3	2	16	37	66	79	65	83	93	118	159	141	139	165	157	158	120	90	51	32	21	8

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Birch Road, between SR-125 and Millenia Avenue**

Date: **Wednesday, February 3, 2021** Total Daily Volume: **23388** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
92	47	44	44	130	408	747	1086	1065	941	1055	1293	1698	1637	1815	1936	2108	2104	1900	1283	865	576	350	164
28	14	7	7	19	68	145	248	277	234	259	280	413	417	435	508	507	521	506	356	272	160	117	56
24	14	14	13	22	95	174	277	284	216	255	310	438	430	432	443	504	555	500	339	207	174	95	37
23	10	15	13	31	102	204	275	262	222	279	326	419	398	453	514	559	525	479	314	209	123	72	39
17	9	8	11	58	143	224	286	242	269	262	377	428	392	495	471	538	503	415	274	177	119	66	32

Date: **Wednesday, February 3, 2021** Total Daily Volume: **11359** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
50	21	20	18	48	125	334	411	467	472	530	646	865	771	893	953	1153	1106	971	596	384	273	176	76
18	6	5	3	5	18	56	92	105	126	120	142	211	203	195	229	246	279	261	154	113	80	59	27
14	5	4	4	8	22	82	86	125	107	118	138	220	176	205	207	294	278	260	164	96	82	49	23
11	5	9	6	11	21	79	91	121	111	145	176	231	189	235	273	322	262	247	145	92	60	39	16
7	5	2	5	24	64	117	142	116	128	147	190	203	203	258	244	291	287	203	133	83	51	29	10

Date: **Wednesday, February 3, 2021** Total Daily Volume: **12029** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
42	26	24	26	82	283	413	675	598	469	525	647	833	866	922	983	955	998	929	687	481	303	174	88
10	8	2	4	14	50	89	156	172	108	139	138	202	214	240	279	261	242	245	202	159	80	58	29
10	9	10	9	14	73	92	191	159	109	137	172	218	254	227	236	210	277	240	175	111	92	46	14
12	5	6	7	20	81	125	184	141	111	134	150	188	209	218	241	237	263	232	169	117	63	33	23
10	4	6	6	34	79	107	144	126	141	115	187	225	189	237	227	247	216	212	141	94	68	37	22

TRAFFIC SIGNAL TIMING SHEET -- CITY OF CHULA VISTA

OLYMPIC /TOWN CENTER

SCN: 201 ADDRESS: 09

Program:233; SET CLOCK: SET DATE:81=ddyym ; SET TIME:80=hhmms [day]; 8F=mmss.s ; E KEY ENABLE: F-9-E = 9 ;SET MODE:{C-0-C=0} C-A-1=0 ; F-C-0=5.0 ; F-O-F=3.0 ;
ESTABLISH COMM: C-0-0=ADDRESS ; C-0-1=1 ; C-0-2=1 ; C-0-3=SCN ; SET PED PHASES: {C-0-E=125} E-F-5=[2] ; E-F-6=[6] ; E-F-7=[4] ; E-F-8=[8] ;
SET OPTICOM: {C-0-E=125} E-E-A=[2,5] ; E-E-B=[4,7] ; E-E-C=[1,6] ; E-E-D=[3,8] ; E-F-F=[3] ; F-0-8=F-0-9=2 ;

PHASE FLAGS {C-0-F = 1} (F-F-X)

	PHASE	0	1	2	3	4	6	7	8	9	A	B	C	D	E	F
	1	X														
	2	X			X											X
	3	X														
	4	X														
	5	X														
	6	X			X											X
	7	X														
	8	X														

PHASE TIMING BANK 1 {C-0-F = 1} (F-PHASE-X)

	PHASE	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
	1			4		2.0	2.0	2.0	30							3.2	1.0
→	2	7	20	10	1.2	5.5	5.9	2.0	60						1.4	5.0	1.5
	3			4		2.0	2.0	2.0	30							3.2	1.0
↓	4	7	34	7		2.6	2.6	2.6	40							3.6	1.5
	5			4		2.0	2.0	2.0	30							3.2	1.0
←	6	7	16	10	1.2	5.5	5.9	2.0	60						1.4	5.1	1.5
	7			4		2.0	2.0	2.0	30							3.2	1.0
↑	8	7	34	7		2.6	2.6	2.6	40							3.6	1.0

LOCAL SCHEDULER{C-0-9 = 0.1}(PAGE 1)

9-EVENT	TIME	PLAN/OS		DAY
0 =	0000	E	A	[1,2,3,4,5,6,7]
1 =	0630	2	A	[2,3,4,5,6]
2 =	0800	3	A	[2,3,4,5,6]
3 =	1400	4	A	[2,3,4,5,6]
4 =	1530	5	A	[2,3,4,5,6]
5 =	1830	E	A	[2,3,4,5,6]
6 =	1100	6	A	[7]
7 =	1730	E	A	[7]
8 =			A	
9 =			A	
A =			A	
B =			A	
C =			A	
D =			A	
E =			A	
F =			A	

NOTE:Plan E=Free ; Plan F=Flash

OTHER INPUTS: {C-0-E = 126} E-1-8 = E-1-9 = E-1-A = E-1-B = [4,5,7]
{C-0-C = 1} C-F-0 = [2,4,6,8] ;

DETECTOR PARAM: {C-0-D = 0}

COORDINATION TIMING PLAN {C-0-C = 1} (C-PLAN-X)

PLAN	CYCLE	FORCE-OFF 0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F	[SYNC ϕ s] C-E-PLAN	[LAG ϕ s] C-F-PLAN
1																			
2	144	54	0	17	43	74	0	17	43	0	100	0	0	20	255	0		[2,6]	[2,4,6,8]
3	115	58	0	16	42	70	0	17	42	0	42	0	0	20	255	0		[2,6]	[2,4,6,8]
4	130	67	0	18	50	83	0	20	50	0	49	0	0	23	255	0		[2,6]	[2,4,6,8]
5	126	68	0	20	51	85	0	20	51	0	116	0	0	23	255	0		[2,6]	[2,4,6,8]
6	120	69	0	22	50	78	0	23	50	0	42	0	0	26	255	0		[2,6]	[2,4,6,8]
7																			
8																			
9																			

TIMING PLAN FUNCTIONS {C-0-C = 2} (C-PLAN-X)

PLAN	PED-ADJ	RSRV-TIME	[RESERVED ϕs] 0	5	6	[PRETIMED ϕs] 8	[MAX RECALL ϕs] 9
1							
2							14
3							15
4							10
5							9
6							14
7							
8							
9							

NOTE: VIEW CURRENT BANK: {C-0-F = 0} F-C-E = (Current Bank) ; BATT. CHECK: {C-0-E = 112} E-0-A = (85 is OK) = (84 is BAD) ; DATE : April 20, 2015 VERSI0N: 2.0

TRAFFIC SIGNAL TIMING SHEET -- CITY OF CHULA VISTA

EASTLAKE / OLYMPIC

SCN: 185 ADDRESS: 6

Program:233; SET CLOCK: SET DATE:81=ddyym ; SET TIME:80=hhmms [day]; 8F=mmss.s ; E KEY ENABLE: F-9-E = 9 ;SET MODE:{C-0-C=0} C-A-1=0 ; F-C-0=5.0 ; F-O-F=3.0 ;
ESTABLISH COMM: C-0-0=ADDRESS ; C-0-1=1 ; C-0-2=1 ; C-0-3=SCN ; SET PED PHASES: {C-0-E=125} E-F-5=[2] ; E-F-6=[6] ; E-F-7=[4] ; E-F-8=[8] ;
SET OPTICOM: {C-0-E=125} E-E-A=[2,5] ; E-E-B=[4,7] ; E-E-C=[1,6] ; E-E-D=[3,8] ; E-F-F=[3] ; F-0-8=F-0-9=2 ;

PHASE FLAGS {C-0-F = 1} (F-F-X)

PHASE	0	1	2	3	4	6	7	8	9	A	B	C	D	E	F
1	X														
→ 2	X			X											X
3	X														
↓ 4	X														
5	X														
← 6	X			X											X
7	X														
↑ 8	X														

PHASE TIMING BANK 1 {C-0-F = 1} (F-PHASE-X)

PHASE	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
1			4	0.0	2.5	2.5	2.5	30							3.2	1.0
→ 2	7	30	10	0.0	6.0	7.1	2.0	50	40					0.8	5.0	1.5
3			4	0.0	2.5	2.5	2.5	30							3.2	1.0
↓ 4	7	38	7	0.0	3.1	3.1	3.1	40							4.3	1.5
5			4	0.0	2.5	2.5	2.5	30							3.2	1.0
← 6	7	34	10	0.0	6.0	7.1	2.0	50	40					0.8	5.0	1.5
7			4	0.0	2.5	2.5	2.5	30							3.2	1.0
↑ 8	7	32	7	0.0	3.1	3.1	3.1	40							4.7	1.5

LOCAL SCHEDULER{C-0-9 = 0.1}(PAGE 1)

9-EVENT	TIME	PLAN/OS		DAY
0 =	0000	E	A	[1,2,3,4,5,6,7]
1 =	0630	2	A	[2,3,4,5,6]
2 =	0800	E	A	[2,3,4,5,6]
3 =	1400	E	A	[2,3,4,5,6]
4 =	1530	E	A	[2,3,4,5,6]
5 =	1830	E	A	[2,3,4,5,6]
6 =	1100	6	A	[7]
7 =	1730	E	A	[7]
8 =			A	
9 =			A	
A =			A	
B =			A	
C =			A	
D =			A	
E =			A	
F =			A	

NOTE:Plan E=Free ; Plan F=Flash

OTHER INPUTS: {C-0-E = 126} E-1-8 = E-1-9 = E-1-A = E-1-B = [4,5,7]
{C-0-C = 1} C-F-0 = [2,4,6,8] ;

DETECTOR PARAM: {C-0-D = 0}

COORDINATION TIMING PLAN {C-0-C = 1} (C-PLAN-X)

PLAN	CYCLE	FORCE-OFF						OFFSET								[SYNC ϕ s]	[LAG ϕ s]
	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F	C-E-PLAN	C-F-PLAN
1																		
2	144	80	0	37	61	87	0	18	61	0	92	0	0	40	255	0	[2,6]	[2,4,6,8]
3	115	76	0	29	54	81	0	18	54	0	29	0	0	32	255	0	[2,6]	[2,4,6,8]
4	130	82	0	28	58	87	0	26	58	0	35	0	0	30	255	0	[2,6]	[2,4,6,8]
5	126	79	0	29	58	89	0	27	58	0	113	0	0	30	255	0	[2,6]	[2,4,6,8]
6	125	75	0	24	53	78	0	20	53	0	29	0	0	27	255	0	[2,6]	[2,4,6,8]
7																		
8																		
9																		

TIMING PLAN FUNCTIONS {C-0-C = 2} (C-PLAN-X)

PLAN	PED-ADJ	RSRV-TIME	[RESERVED ϕs]	[PRETIMED ϕs]	[MAX RECALL ϕs]
	0	5	6	8	9
1					
2					15
3					14
4					10
5					10
6					14
7					
8					
9					

NOTE: VIEW CURRENT BANK: {C-0-F = 0} F-C-E = (Current Bank) ; BATT. CHECK: {C-0-E = 112} E-0-A = (85 is OK) = (84 is BAD) ; DATE : August 18, 2017 VERSION: 2.0

LOCAL T.O.D. FUNCTIONS {C-0-7 = 0.1} {C-0-E = 27}

7-EVENT	TIME	FUNCT	DAY	E-4-EVENT	PHASE / BIT
0 =	1400	B	[2,3,4,5,6]	0 =	[2,6]
1 =	1830	B	[2,3,4,5,6]	1 =	[ ]
2 =	1400	9	[2,3,4,5,6]	2 =	[2,6]
3 =	1830	9	[2,3,4,5,6]	3 =	[ ]
4 =				4 =	
5 =				5 =	
6 =				6 =	
7 =				7 =	
8 =				8 =	
9 =				9 =	
A =				A =	
B =				B =	
C =				C =	
D =				D =	
E =				E =	
F =				F =	

LOCAL SCHEDULER {C-0-9=0.2}(PAGE 2)

9-EVENT	TIME	PLAN/OS	DAY
0 =			
1 =			
2 =			
3 =			
4 =			
5 =			
6 =			
7 =			
8 =			
9 =			
A =			
B =			
C =			
D =			
E =			
F =			

Note: Plan E=Free ; Plan F=Flash

HOLIDAY T.O.D. FUNCTIONS {C-0-7 = 0.2} {C-0-E = 28}

7-EVENT	TIME	FUNCT	HOLIDAY TYPE	E-4-EVENT	PHASE/BIT
0 =				0 =	
1 =				1 =	
2 =				2 =	
3 =				3 =	
4 =				4 =	
5 =				5 =	
6 =				6 =	
7 =				7 =	
8 =				8 =	
9 =				9 =	
A =				A =	
B =				B =	
C =				C =	
D =				D =	
E =				E =	
F =				F =	

PHASE TIMING BANK 2 {C-0-F = 2} (F-PHASE-X)

PHASE	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
1																
2																
3																
4																
5																
6																
7																
8																

PHASE TIMING BANK 3 {C-0-F = 3} (F-PHASE-X)

PHASE	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
1																
2																
3																
4																
5																
6																
7																
8																

HOLIDAY EVENTS {C-0-9 = 1.1}(PAGE 1)

9-EVENT	TIME	PLAN/OS	HOLIDAY TYPE
0 =			
1 =			
2 =			
3 =			
4 =			
5 =			
6 =			
7 =			
8 =			
9 =			
A =			
B =			
C =			
D =			
E =			
F =			

Note: Plan E = Free ; Plan F = Flash

HOLIDAY EVENTS {C-0-9 = 1.2}(PAGE 2)

9-EVENT	TIME	PLAN/OS	HOLIDAY TYPE
0 =			
1 =			
2 =			
3 =			
4 =			
5 =			
6 =			
7 =			
8 =			
9 =			
A =			
B =			
C =			
D =			
E =			
F =			

Note: Plan E = Free ; Plan F = Flash

HOLDIDAY DATES {C-0-8 = 1.1}(PAGE 1)

8-DATE	DAY	YEAR	MONTH	TYPE
0 =				
1 =				
2 =				
3 =				
4 =				
5 =				
6 =				
7 =				
8 =				
9 =				
A =				
B =				
C =				
D =				
E =				
F =				

HOLIDAY DATES {C-0-8 = 1.2}(PAGE 2)

8-DATE	DAY	YEAR	MONTH	TYPE
0 =				
1 =				
2 =				
3 =				
4 =				
5 =				
6 =				
7 =				
8 =				
9 =				
A =				
B =				
C =				
D =				
E =				
F =				

B.3 System Information

System Id	207
Name	207 Eastlake & Kestrel Falls
Location	Eastlake Pkwy & Kestrel Falls Rd

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,3,4,7,8
Start Ped Call	1,2,4,8,12

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	V	V	V	E
Source	1	2	2	3	4	4	5	6	1	7	8	8	9	0	A	1
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	1.11
Street 1	Kestrel Falls
Street 2	Eastlake Pkwy
Last Modified	9/15/2020 3:59 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

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

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Startup	2	2	2	4	2	2	2	4	2	2	4	2	2	2	2	2
Enabled	X	X	X	X			X	X	X	X	X	X	X			
Ring1	X	X	X	X												
Ring2							X	X								
Ring3									X			X	X			
Ring4										X	X					

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	7,8
Ring 3	12,9,13
Ring 4	10,11

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	4	7	4	10	0	0	4	10	4	4	10	4	4	0	0	0
Passage	2.0	2.5	2.0	5.0	0.0	0.0	2.0	5.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0
Max 1	40	40	30	50	0	0	30	50	30	30	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.6	3.6	3.2	4.7	0.0	0.0	3.2	4.7	4.5	4.5	4.7	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.0	1.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Walk	7	7	0	7	0	0	0	7	0	0	7	7	7	0	0	0
Ped Clear	33	30	0	15	0	0	0	11	0	0	5	5	5	0	0	0
Added 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
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Cars Before Reduction	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
Reduce By	0.0	0.0	0.0	0.0	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 Gap	2.0	2.5	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	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	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
Red Revert	3.0	3.0	3.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0
Cond. Service Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate 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
Alternate Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase Omit																
Ped Omit																
Min Veh Recall				X				X			X					
Max Veh Recall																
Soft Veh Recall																
Ped Recall																
Ped Recycle												X	X			
Cond. Service																
Lock Detector Memory												X	X			
Dual Entry																
Simultaneous Gap				X				X								
Guaranteed Passage																
Added Initial Calculation																
Rest In Walk																
Red Rest									X	X						
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
No Backup																
Max Walk																
Max Extension																
Sequential Timing																
No Min Yellow												X	X			
FDW Ped Recycle																

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	12,13
Excluded Phases	9,10
Intervals	Walk Mode
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

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

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X	X						
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X						
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	0	3	4	4	4	4	9	9	0	5	6	6	6	6	11	7	8	8	8	8	10	10	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	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 Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	1	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps					1											

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																																Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0
2																																																			0
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0

	Month												Days Of Week							Date																																Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
9																																																			0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	254	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2	4,7	1	8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X					X	X
Override Flash	X	X					X	X
Override +1	X	X		X			X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	120	120	120	120	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	0	0	0	0	255	255
Enter Min Walk	255	255	0	0	0	0	255	255
Enter Min Ped Clear	255	255	0	0	0	0	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

Chula Vista
207 Eastlake/Kestrel Falls > Transit Priority > TSP Global Strategy

8.1 TSP Global Options

Enable	
1	X
2	X
3	X
4	X
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	X
Override + 1	
Service Phases	4, 8
Call Phases	9
Omit Phases	1, 2, 3, 11
Omit Peds	1, 2, 12
Queue Jump Ph	
ETA	0
Input Function	Priority
Input Index	1
Input Type	Steady
Request Mode	Checkin (Leading Edge)
Checkout Mode	Checkout (Leading Edge)
Checkout Time	40
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	X
Override + 1	X
Service Phases	4, 8
Call Phases	
Omit Phases	1, 2, 3, 11
Omit Peds	1, 2, 12
Queue Jump Ph	
ETA	25
Input Function	Priority
Input Index	2
Input Type	Steady
Request Mode	Checkin (Leading Edge)
Checkout Mode	Checkout (Leading Edge)
Checkout Time	20
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	4, 8
Call Phases	
Omit Phases	1, 2, 3, 11
Omit Peds	1, 2, 12
Queue Jump Ph	11
ETA	45
Input Function	Priority
Input Index	3
Input Type	Steady
Request Mode	Checkin (Leading Edge)
Checkout Mode	Checkout (Leading Edge)
Checkout Time	20
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	X
Override + 1	X
Service Phases	4, 8
Call Phases	
Omit Phases	1, 2, 3, 11
Omit Peds	1, 2, 12
Queue Jump Ph	
ETA	45
Input Function	Priority
Input Index	4
Input Type	Steady
Request Mode	Checkin (Leading Edge)
Checkout Mode	Checkout (Leading Edge)
Checkout Time	20
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 16 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	20	20	10	20	0	0	10	20	0	0	20	0	0	0	0	0
Extend	20	20	10	30	0	0	10	30	0	0	30	0	0	0	0	0
QJump	20	20	10	30	0	0	10	30	0	0	30	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	20	20	10	20	0	0	10	20	0	0	20	0	0	0	0	0
Extend	20	20	10	35	0	0	10	35	0	0	35	0	0	0	0	0
QJump	20	20	10	35	0	0	10	35	0	0	35	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	20	20	10	20	0	0	10	20	0	0	20	0	0	0	0	0
Extend	20	20	10	55	0	0	10	55	0	0	55	0	0	0	0	0
QJump	20	20	10	55	0	0	10	55	0	0	55	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	20	20	10	20	0	0	10	20	0	0	20	0	0	0	0	0
Extend	20	20	10	55	0	0	10	55	0	0	55	0	0	0	0	0
QJump	20	20	10	55	0	0	10	55	0	0	55	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Flash 100				
IN1	Channel Yellow	13		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	2		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	13		0	0
IN2	Logic Output	2		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Flash 100				
IN1	Channel Yellow	14		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	4		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	14		0	0
IN2	Logic Output	4		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	3		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	And				
Out Mode	Normal				
IN1	Channel Red	13		0	0
IN2	Vehicle Detector	13		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	5		50	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	And				
Out Mode	Normal				
IN1	Channel Red	14		0	0
IN2	Vehicle Detector	27		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	6		50	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Flash 60				
IN1	Channel Green	13		0	0
IN2	Channel Green	14		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	7		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Phase On	9		0	0
IN2	Phase On	10		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	8		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	13		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	14		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	2		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	13		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	3		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	14		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	4		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	And				
Out Mode	Flash 60				
IN1	Channel Green	15		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	9		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Vehicle Detector	13		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Request	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Unused Input	1
C1-52	Pedestrian Detector	5
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

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

1.5.3.2 2070 FIO Output Mapping

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

Pins	Function	IDX
C1-35	Logic Output	7
C1-36	Unused Output	1
C1-37	Logic Output	8
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Logic Output	9
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Logic Output	3
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Logic Output	1
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	
Stop Time	

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	128.138.141.172
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.242.20.165	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.242.20.252	0.0.0.0
NTCIP Port	8019	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

1.9.1 Peer Device	1	2	3	4	5	6	7	8
System Id	296	233	295	265	0	0	0	0
IP Address	10.242.20.180	10.242.20.164	10.242.20.209	10.242.20.168	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Port	49255	49255	49255	49255	49255	49255	49255	49255
Message Timeout	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Max Retries	3	3	3	3	3	3	3	3
Heartbeat Time	30	30	30	30	30	30	30	30

1.9.2 Peer Function	1	2	3	4	5	6	7	8
Peer Device Num	1	2	3	4	1	2	0	0
Remote Function	Vehicle Detector	Vehicle Detector	Vehicle Detector	Vehicle Detector	Logic Output	Logic Output	Unused	Unused
Remote Function Idx	14	28	14	28	5	6	1	1
Local Function	Priority Request	Priority Request	Priority Request	Priority Request	Priority Checkout	Priority Checkout	Unused	Unused
Local Function Idx	1	2	3	4	3	4	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	9	10	11	12	13	14	15	16
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	17	18	19	20	21	22	23	24
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	25	26	27	28	29	30	31	32
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

TRAFFIC SIGNAL TIMING SHEET -- CITY OF CHULA VISTA

BIRCH / MILLENIA

SCN: 256 (1+255) **ADDRESS: 3**

Program:233; SET CLOCK: SET DATE:81=ddyym ; SET TIME:80=hhmms [day]; 8F=mmss.s ; E KEY ENABLE: F-9-E = 9 ;SET MODE:{C-0-C=0} C-A-1=0 ; F-C-0=5.0 ; F-O-F=3.0 ;
ESTABLISH COMM: C-0-0=ADDRESS ; C-0-1=1 ; C-0-2=2 ; C-0-3=1 ; SET PED PHASES: {C-0-E=125} E-F-5=[2] ; E-F-6=[6] ; E-F-7=[ ] ; E-F-8=[8] ;
SET OPTICOM: {C-0-E=125} E-E-A=[2,5] ; E-E-B=[4,7] ; E-E-C=[1,6] ; E-E-D=[3,8] ; E-F-F=[3] ; F-0-8=F-0-9=2 ;

PHASE FLAGS {C-0-F = 1} (F-F-X)

	PHASE	0	1	2	3	4	6	7	8	9	A	B	C	D	E	F
	1	X														
→	2	X			X											X
	3	x														
↓	4	X							X							
	5	X														
←	6	X			X											X
	7	X														
↑	8	X							X							

PHASE TIMING BANK 1 {C-0-F = 1} (F-PHASE-X)

PHASE	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
1			4		2.0	2.0	2.0	30							3.2	1.0
2	7	19	10		5.8	6.8	2.0	50	30					0.6	4.7	1.0
3			4		2.0	2.0	2.0	30							3.2	1.0
4			4		2.0	2.0	2.0	40							3.2	1.0
5			4		2.0	2.0	2.0	30	15						3.2	1.0
6	7	12	10		5.0	5.7	2.0	50	30					0.7	4.7	1.0
7			4		2.0	2.0	2.0	30							3.2	1.0
8	7	27	4		3.8	4.1	2.0	40						1.2	3.6	1.0

LOCAL SCHEDULER{C-0-9 = 0.1}(PAGE 1)

9-EVENT TIME PLAN/OS [DAY]

0 =	0000	E	A	[1,2,3,4,5,6,7]
1 =			A	
2 =			A	
3 =			A	
4 =			A	
5 =			A	
6 =			A	
7 =			A	
8 =			A	
9 =			A	
A =			A	
B =			A	
C =			A	
D =			A	
E =			A	
F =			A	

NOTE:Plan E=Free ; Plan F=Flash

OTHER INPUTS: {C-0-E = 126} E-1-8 = E-1-9 = E-1-A = E-1-B = [4,5,7] ;
{C-0-C = 1} C-F-0 = [2,4,6,7] ; {C-0-E = 125} E-F-E = [3,7]

DETECTOR PARAM: {C-0-D = 0} D-1-6=D-1-7=D-2-C=D-2-D=10.0 ; D-1-B=3.0

COORDINATION TIMING PLAN {C-0-C = 1} (C-PLAN-X)

PLAN	CYCLE	FORCE-OFF										OFFSET					[SYNC ϕ s]	[LAG ϕ s]
	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F	C-E-PLAN	C-F-PLAN
1																		
2																		
3																		
4																		
5																		
6																		
7																		
8																		
9																		

TIMING PLAN FUNCTIONS {C-0-C = 2} (C-PLAN-X)

PED-ADJ	RSRV-TIME[	RESERVED ϕs][	PRETIMED ϕs][MAX RECALL ϕs]	
0	5	6	8	9

LOCAL T.O.D. FUNCTIONS {C-0-7 = 0.1} {C-0-E = 27}

7-EVENT	TIME	FUNCT	DAY	E-4-EVENT	PHASE / BIT
0 =	0630	9	[1,2,3,4,5,6,7]	0 =	[2,6]
1 =	0800	9	[1,2,3,4,5,6,7]	1 =	[ ]
2 =	0630	B	[1,2,3,4,5,6,7]	2 =	[2,5,6]
3 =	0800	B	[1,2,3,4,5,6,7]	3 =	[ ]
4 =				4 =	
5 =				5 =	
6 =				6 =	
7 =				7 =	
8 =				8 =	
9 =				9 =	
A =				A =	
B =				B =	
C =				C =	
D =				D =	
E =				E =	
F =				F =	

LOCAL SCHEDULER {C-0-9=0.2}(PAGE 2)

9-EVENT	TIME	PLAN/OS	DAY
0 =		A	
1 =		A	
2 =		A	
3 =		A	
4 =		A	
5 =		A	
6 =		A	
7 =		A	
8 =		A	
9 =		A	
A =		A	
B =		A	
C =		A	
D =		A	
E =		A	
F =		A	

Note: Plan E=Free ; Plan F=Flash

HOLIDAY T.O.D. FUNCTIONS {C-0-7 = 0.2} {C-0-E = 28}

7-EVENT	TIME	FUNCT	HOLIDAY TYPE	E-4-EVENT	PHASE/BIT
0 =				0 =	
1 =				1 =	
2 =				2 =	
3 =				3 =	
4 =				4 =	
5 =				5 =	
6 =				6 =	
7 =				7 =	
8 =				8 =	
9 =				9 =	
A =				A =	
B =				B =	
C =				C =	
D =				D =	
E =				E =	
F =				F =	

PHASE TIMING BANK 2 {C-0-F = 2} (F-PHASE-X)

PHASE	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
1																
2																
3																
4																
5																
6																
7																
8																

PHASE TIMING BANK 3 {C-0-F = 3} (F-PHASE-X)

PHASE	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
1																
2																
3																
4																
5																
6																
7																
8																

HOLIDAY EVENTS {C-0-9 = 1.1}(PAGE 1)

9-EVENT	TIME	PLAN/OS	HOLIDAY TYPE
0 =			
1 =			
2 =			
3 =			
4 =			
5 =			
6 =			
7 =			
8 =			
9 =			
A =			
B =			
C =			
D =			
E =			
F =			

Note: Plan E = Free ; Plan F = Flash

HOLIDAY EVENTS {C-0-9 = 1.2}(PAGE 2)

9-EVENT	TIME	PLAN/OS	HOLIDAY TYPE
0 =			
1 =			
2 =			
3 =			
4 =			
5 =			
6 =			
7 =			
8 =			
9 =			
A =			
B =			
C =			
D =			
E =			
F =			

Note: Plan E = Free ; Plan F = Flash

HOLDIDAY DATES {C-0-8 = 1.1}(PAGE 1)

8-DATE	DAY	YEAR	MONTH	TYPE
0 =				
1 =				
2 =				
3 =				
4 =				
5 =				
6 =				
7 =				
8 =				
9 =				
A =				
B =				
C =				
D =				
E =				
F =				

HOLIDAY DATES {C-0-8 = 1.2}(PAGE 2)

8-DATE	DAY	YEAR	MONTH	TYPE
0 =				
1 =				
2 =				
3 =				
4 =				
5 =				
6 =				
7 =				
8 =				
9 =				
A =				
B =				
C =				
D =				
E =				
F =				

TRAFFIC SIGNAL TIMING SHEET -- CITY OF CHULA VISTA

BIRCH / ORION

SCN: 257 (2+255) ADDRESS: 2

Program:233; SET CLOCK: SET DATE:81=ddyym ; SET TIME:80=hhmms [day]; 8F=mmss.s ; E KEY ENABLE: F-9-E = 9 ;SET MODE:{C-0-C=0} C-A-1=0 ; F-C-0=5.0 ; F-O-F=3.0 ;
ESTABLISH COMM: C-0-0=ADDRESS ; C-0-1=1 ; C-0-2=2 ; C-0-3=2 ; SET PED PHASES: {C-0-E=125} E-F-5=[2] ; E-F-6=[6] ; E-F-7=[ ] ; E-F-8=[8] ;
SET OPTICOM: {C-0-E=125} E-E-A=[2,5] ; E-E-B=[4,7] ; E-E-C=[1,6] ; E-E-D=[3,8] ; E-F-F=[3] ; F-0-8=F-0-9=2 ;

PHASE FLAGS {C-0-F = 1} (F-F-X)

PHASE	0	1	2	3	4	6	7	8	9	A	B	C	D	E	F
1	X														
→ 2	X			X											X
3	X														
↓ 4	X							X							
5	X														
← 6	X			X											X
7	X														
↑ 8	X							X							

PHASE TIMING BANK 1 {C-0-F = 1} (F-PHASE-X)

PHASE	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
1			4		2.0	2.0	2.0	30							3.2	1.0
2	7	13	10		5.0	5.7	2.0	50	30					0.7	4.7	1.0
3			4		2.0	2.0	2.0	30							3.2	1.0
4			7		2.0	2.0	2.0	40							3.2	1.0
5			4		2.0	2.0	2.0	30	10						3.2	1.0
6	7	17	10		5.0	5.7	2.0	50	30					0.7	4.8	1.0
7			4		2.0	2.0	2.0	30							3.6	1.0
8	7	18	7		3.8	4.1	2.0	40		5				1.2	3.6	1.0

LOCAL SCHEDULER{C-0-9 = 0.1}(PAGE 1)

9-EVENT TIME PLAN/OS [DAY]

0 =	0000	E	A	[1,2,3,4,5,6,7]
1 =			A	
2 =			A	
3 =			A	
4 =			A	
5 =			A	
6 =			A	
7 =			A	
8 =			A	
9 =			A	
A =			A	
B =			A	
C =			A	
D =			A	
E =			A	
F =			A	

NOTE:Plan E=Free ; Plan F=Flash

OTHER INPUTS: {C-0-E = 126} E-1-8 = E-1-9 = E-1-A = E-1-B = [4,5,7] ;
{C-0-C = 1} C-F-0 = [2,4,6,7] ; {C-0-F = 2} F-F-6 = [8] ; {C-0-E =125} E-F-E = [3,7]

DETECTOR PARAM: {C-0-D = 0} D-1-7=5.0 ;

COORDINATION TIMING PLAN {C-0-C = 1} (C-PLAN-X)

PLAN	CYCLE	FORCE-OFF														OFFSET		[SYNC ϕ s][LAG ϕ s]	
	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F	C-E-PLAN	C-F-PLAN
1																		
2																		
3																		
4																		
5																		
6																		
7																		
8																		
9																		

TIMING PLAN FUNCTIONS {C-0-C = 2} (C-PLAN-X)

PLAN	PED-ADJ	RSRV-TIME[	RESERVED ϕs][	PRETIMED ϕs	][MAX RECALL ϕs]	
	0	5	6	8	9	
1						
2						
3						
4						
5						
6						
7						
8						
9						

LOCAL T.O.D. FUNCTIONS {C-0-7 = 0.1} {C-0-E = 27}

7-EVENT	TIME	FUNCT	DAY	E-4-EVENT	PHASE / BIT
0 =	0630	9	[1,2,3,4,5,6,7]	0 =	[2,6]
1 =	0800	9	[1,2,3,4,5,6,7]	1 =	[ ]
2 =	0630	B	[1,2,3,4,5,6,7]	2 =	[2,5,6]
3 =	0800	B	[1,2,3,4,5,6,7]	3 =	[ ]
4 =				4 =	
5 =				5 =	
6 =				6 =	
7 =				7 =	
8 =				8 =	
9 =				9 =	
A =				A =	
B =				B =	
C =				C =	
D =				D =	
E =				E =	
F =				F =	

LOCAL SCHEDULER {C-0-9=0.2}(PAGE 2)

9-EVENT	TIME	PLAN/OS	DAY
0 =		A	
1 =		A	
2 =		A	
3 =		A	
4 =		A	
5 =		A	
6 =		A	
7 =		A	
8 =		A	
9 =		A	
A =		A	
B =		A	
C =		A	
D =		A	
E =		A	
F =		A	

Note: Plan E=Free ; Plan F=Flash

HOLIDAY T.O.D. FUNCTIONS {C-0-7 = 0.2} {C-0-E = 28}

7-EVENT	TIME	FUNCT	HOLIDAY TYPE	E-4-EVENT	PHASE/BIT
0 =				0 =	
1 =				1 =	
2 =				2 =	
3 =				3 =	
4 =				4 =	
5 =				5 =	
6 =				6 =	
7 =				7 =	
8 =				8 =	
9 =				9 =	
A =				A =	
B =				B =	
C =				C =	
D =				D =	
E =				E =	
F =				F =	

PHASE TIMING BANK 2 {C-0-F = 2} (F-PHASE-X)

PHASE	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
1																
2																
3																
4																
5																
6																
7																
8																

PHASE TIMING BANK 3 {C-0-F = 3} (F-PHASE-X)

PHASE	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
1																
2																
3																
4																
5																
6																
7																
8																

HOLIDAY EVENTS {C-0-9 = 1.1}(PAGE 1)

9-EVENT	TIME	PLAN/OS	HOLIDAY TYPE
0 =			
1 =			
2 =			
3 =			
4 =			
5 =			
6 =			
7 =			
8 =			
9 =			
A =			
B =			
C =			
D =			
E =			
F =			

Note: Plan E = Free ; Plan F = Flash

HOLIDAY EVENTS {C-0-9 = 1.2}(PAGE 2)

9-EVENT	TIME	PLAN/OS	HOLIDAY TYPE
0 =			
1 =			
2 =			
3 =			
4 =			
5 =			
6 =			
7 =			
8 =			
9 =			
A =			
B =			
C =			
D =			
E =			
F =			

Note: Plan E = Free ; Plan F = Flash

HOLDIDAY DATES {C-0-8 = 1.1}(PAGE 1)

8-DATE	DAY	YEAR	MONTH	TYPE
0 =				
1 =				
2 =				
3 =				
4 =				
5 =				
6 =				
7 =				
8 =				
9 =				
A =				
B =				
C =				
D =				
E =				
F =				

HOLIDAY DATES {C-0-8 = 1.2}(PAGE 2)

8-DATE	DAY	YEAR	MONTH	TYPE
0 =				
1 =				
2 =				
3 =				
4 =				
5 =				
6 =				
7 =				
8 =				
9 =				
A =				
B =				
C =				
D =				
E =				
F =				

B.3 System Information

System Id	233
Name	233 Eastlake & Birch
Location	Eastlake Pkwy & Birch Rd

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,3,4,5,6,7,8,11,16
Start Ped Call	2,4,6,8,12

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	V	V	V	E
Source	1	2	2	3	4	4	5	6	6	7	8	8	9	0	A	1
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	1.11
Street 1	Eastlake Pkwy
Street 2	Birch Rd
Last Modified	8/27/2020 1:29 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	254

2.5 Phase Concurrency

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

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Startup	2	2	2	4	2	2	2	4	2	2	4	2	2	2	2	2
Enabled	X	X	X	X	X	X	X	X	X	X	X	X	X			
Ring1	X	X	X	X												
Ring2					X	X	X	X								
Ring3									X			X	X			
Ring4										X	X					

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	12,9,13
Ring 4	11,10

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	4	7	4	10	4	7	4	10	10	10	10	4	4	0	0	0
Passage	2.0	5.0	2.0	5.0	2.0	2.0	2.0	5.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0
Max 1	30	40	30	50	30	40	30	50	30	30	20	20	20	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.2	4.7	3.2	4.7	3.2	3.6	3.2	4.7	4.5	4.5	4.7	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Walk	0	7	0	7	0	7	0	7	0	0	7	7	7	0	0	0
Ped Clear	0	32	0	25	0	35	0	19	0	0	5	5	5	0	0	0
Added 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
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	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	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
Red Revert	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0
Cond. Service Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate 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
Alternate Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase Omit																
Ped Omit																
Min Veh Recall				X				X			X					
Max Veh Recall																
Soft Veh Recall																
Ped Recall																
Ped Recycle																
Cond. Service																
Lock Detector Memory												X	X			
Dual Entry																
Simultaneous Gap		X		X		X		X								
Guaranteed Passage																
Added Initial Calculation																
Rest In Walk																
Red Rest									X	X						
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
No Backup																
Max Walk																
Max Extension																
Sequential Timing																
No Min Yellow												X	X			
FDW Ped Recycle																

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	12,13
Excluded Phases	9,10
Intervals	Walk Mode
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

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

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X						
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X					
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	0	3	4	4	4	4	9	9	0	5	6	6	6	6	11	7	8	8	8	8	10	10	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases													13	13													14	14				
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	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 Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps					1											

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2																																																			0
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
9																																																			0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	254	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X					X	X
Override Flash	X	X					X	X
Override +1	X	X		X			X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	120	120	120	120	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	0	0	0	0	255	255
Enter Min Walk	255	255	0	0	0	0	255	255
Enter Min Ped Clear	255	255	0	0	0	0	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	X
2	X
3	
4	X
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	X
Override + 1	
Service Phases	4, 8
Call Phases	
Omit Phases	1, 2, 3, 5, 6, 7, 11
Omit Peds	2, 6, 12
Queue Jump Ph	
ETA	29
Input Function	Priority
Input Index	1
Input Type	Steady
Request Mode	Checkin (Leading Edge)
Checkout Mode	Checkout (Leading Edge)
Checkout Time	20
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	X
Override + 1	X
Service Phases	4, 8
Call Phases	
Omit Phases	1, 2, 3, 5, 6, 7, 11
Omit Peds	2, 6, 12
Queue Jump Ph	
ETA	17
Input Function	Priority
Input Index	2
Input Type	Steady
Request Mode	Checkin (Leading Edge)
Checkout Mode	Checkout (Leading Edge)
Checkout Time	20
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	X
Override + 1	
Service Phases	4, 8
Call Phases	
Omit Phases	1, 2, 3, 5, 6, 7, 11
Omit Peds	2, 6, 12
Queue Jump Ph	
ETA	36
Input Function	Priority
Input Index	3
Input Type	Steady
Request Mode	Checkin (Leading Edge)
Checkout Mode	Checkout (Leading Edge)
Checkout Time	20
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	X
Override + 1	X
Service Phases	4, 8
Call Phases	
Omit Phases	1, 2, 3, 5, 6, 7, 11
Omit Peds	2, 6, 12
Queue Jump Ph	
ETA	26
Input Function	Priority
Input Index	4
Input Type	Steady
Request Mode	Checkin (Leading Edge)
Checkout Mode	Checkout (Leading Edge)
Checkout Time	20
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options

Strategy 16 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times

Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	10	20	10	20	10	20	10	20	0	0	20	0	0	0	0	0
Extend	10	20	10	40	10	20	10	40	0	0	40	0	0	0	0	0
QJump	10	20	10	40	10	20	10	40	0	0	40	0	0	0	0	0

8.3 TSP Phase Adjustment Times

Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	10	20	10	20	10	20	10	20	0	0	20	0	0	0	0	0
Extend	10	20	10	30	10	20	10	30	0	0	30	0	0	0	0	0
QJump	10	20	10	30	10	20	10	30	0	0	30	0	0	0	0	0

8.3 TSP Phase Adjustment Times

Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	10	20	10	20	10	20	10	20	0	0	20	0	0	0	0	0
Extend	10	20	10	50	10	20	10	50	0	0	50	0	0	0	0	0
QJump	10	20	10	50	10	20	10	50	0	0	50	0	0	0	0	0

8.3 TSP Phase Adjustment Times

Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	10	20	10	20	10	20	10	20	0	0	20	0	0	0	0	0
Extend	10	20	10	30	10	20	10	30	0	0	30	0	0	0	0	0
QJump	10	20	10	30	10	20	10	30	0	0	30	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Flash 100				
IN1	Channel Yellow	13		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	2		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	13		0	0
IN2	Logic Output	2		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Flash 100				
IN1	Channel Yellow	14		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	4		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	14		0	0
IN2	Logic Output	4		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	3		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	And				
Out Mode	Normal				
IN1	Channel Red	13		0	0
IN2	Vehicle Detector	13		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	5		50	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	And				
Out Mode	Normal				
IN1	Channel Red	14		0	0
IN2	Vehicle Detector	27		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	6		50	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Flash 60				
IN1	Channel Green	13		0	0
IN2	Channel Green	14		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	7		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Phase On	9		0	0
IN2	Phase On	10		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	8		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	13		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	14		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	2		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	And				
Out Mode	Normal				
IN1	Channel Green	13		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	3		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	14		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	4		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	And				
Out Mode	Flash 60				
IN1	Channel Green	15		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	9		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Unused Input	1
C1-52	Pedestrian Detector	5
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

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

1.5.3.2 2070 FIO Output Mapping

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

Pins	Function	IDX
C1-35	Logic Output	7
C1-36	Unused Output	1
C1-37	Logic Output	8
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Logic Output	9
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Logic Output	3
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Logic Output	1
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	
Stop Time	

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	128.138.141.172
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.242.20.164	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.242.20.252	0.0.0.0
NTCIP Port	8019	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

1.9.1 Peer Device	1	2	3	4	5	6	7	8
System Id	207	265	296	302	0	0	0	0
IP Address	10.242.20.165	10.242.20.166	10.242.20.168	10.242.20.216	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Port	49255	49255	49255	49255	49255	49255	49255	49255
Message Timeout	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Max Retries	3	3	3	3	3	3	3	3
Heartbeat Time	30	30	30	30	30	30	30	30

1.9.2 Peer Function	1	2	3	4	5	6	7	8
Peer Device Num	1	2	3	4	1	2	0	0
Remote Function	Vehicle Detector	Vehicle Detector	Vehicle Detector	Vehicle Detector	Logic Output	Logic Output	Unused	Unused
Remote Function Idx	14	28	14	28	5	6	1	1
Local Function	Priority Request	Priority Request	Priority Request	Priority Request	Priority Checkout	Priority Checkout	Unused	Unused
Local Function Idx	1	2	3	4	3	4	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	9	10	11	12	13	14	15	16
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	17	18	19	20	21	22	23	24
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	25	26	27	28	29	30	31	32
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Chula Vista
296 Eastlake/Cinema > Unit Configuration > Unit Configuration

B.3 System Information

System Id	296
Name	296 Eastlake & Cinema
Location	Eastlake Pkwy & Cinema Wy

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	2,4
Start Ped Call	4,12

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	E	V	V	V	O	O	O	O
Source		2		7	4	4			1	9	0		1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	1.11
Street 1	Eastlake Pkwy
Street 2	Cinema Wy
Last Modified	9/15/2020 3:51 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

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

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Startup	2	2	2	4	2	2	2	2	2	2	2	2	2	2	2	2
Enabled		X		X			X		X	X	X	X				
Ring1		X		X												
Ring2							X									
Ring3									X		X	X				
Ring4										X						

2.3 Phase Sequence 1

Ring 1	2,4
Ring 2	7
Ring 3	11,12,9
Ring 4	10

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	4	0	30	0	0	4	0	4	4	4	4	0	0	0	0
Passage	0.0	2.0	0.0	5.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	0	30	0	50	0	0	50	0	30	30	20	20	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	0.0	3.6	0.0	4.7	0.0	0.0	4.7	0.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	1.5	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0
Walk	0	7	0	7	0	0	0	0	0	0	7	7	0	0	0	0
Ped Clear	0	5	0	14	0	0	0	0	0	0	5	5	0	0	0	0
Added 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
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduction	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
Reduce By	0.0	0.0	0.0	0.0	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 Gap	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	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	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
Red Revert	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Cond. Service Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate 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
Alternate Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase Omit																
Ped Omit																
Min Veh Recall				X			X									
Max Veh Recall																
Soft Veh Recall																
Ped Recall																
Ped Recycle																
Cond. Service																
Lock Detector Memory																
Dual Entry																
Simultaneous Gap	X	X	X	X	X	X	X	X	X	X						
Guaranteed Passage																
Added Initial Calculation																
Rest In Walk																
Red Rest									X	X						
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
No Backup																
Max Walk																
Max Extension																
Sequential Timing																
No Min Yellow											X	X				
FDW Ped Recycle																

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	11,12
Excluded Phases	9,10
Intervals	Walk Mode
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

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

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X					
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X					
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X					
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	9	9	0	5	6	6	6	6	6	7	8	8	8	8	10	10	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	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 Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps			1													

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2																																																			0
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
9																																																			0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	254	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2	4				
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X			X	X	X	X
Override Flash	X	X			X	X	X	X
Override +1	X	X			X	X	X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	120	120	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	0	0	255	255	255	255
Enter Min Walk	255	255	0	0	255	255	255	255
Enter Min Ped Clear	255	255	0	0	255	255	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	X
2	X
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	

8.2 TSP Strategy Options	Strategy 1	Set 1
Enable	X	
Override + 1		
Service Phases	4	
Call Phases		
Omit Phases	2	
Omit Peds	11, 12	
Queue Jump Ph		
ETA	35	
Input Function	Priority	
Input Index	1	
Input Type	Steady	
Request Mode	Checkin (Leading Edge)	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	20	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 2	Set 1
Enable	X	
Override + 1		
Service Phases	10	
Call Phases		
Omit Phases	2, 7	
Omit Peds	11, 12	
Queue Jump Ph		
ETA	0	
Input Function	Priority	
Input Index	2	
Input Type	Steady	
Request Mode	Checkin (Leading Edge)	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	30	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 3	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 4	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 5	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 6	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 7	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

8.2 TSP Strategy Options	Strategy 8	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

8.2 TSP Strategy Options	Strategy 9	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 16 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	20	0	20	0	0	20	0	0	0	0	0	0	0	0	0
Extend	0	20	0	20	0	0	20	0	0	0	0	0	0	0	0	0
QJump	0	20	0	20	0	0	20	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Flash 100				
IN1	Channel Yellow	10		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	4		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	10		0	0
IN2	Logic Output	4		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	3		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Flash 100				
IN1	Channel Yellow	11		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	2		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	11		0	0
IN2	Logic Output	2		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	And				
Out Mode	Normal				
IN1	Channel Red	10		0	0
IN2	Vehicle Detector	13		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	5		50	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	And				
Out Mode	Normal				
IN1	Channel Red	11		0	0
IN2	Vehicle Detector	27		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	6		50	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Flash 60				
IN1	Channel Green	10		0	0
IN2	Channel Green	11		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	7		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Phase On	9		0	0
IN2	Phase On	10		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	8		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	10		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	10		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	3		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	11		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	2		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Channel Green	11		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Checkout	4		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Flash 60				
IN1	Channel Green	4		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Logic Output	9		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Normal				
IN1	Vehicle Detector	26		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Priority Request	2		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

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

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

1.5.3.2 2070 FIO Output Mapping

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

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Logic Output	7
C1-37	Logic Output	8
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	
Stop Time	

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	128.138.141.172
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.242.20.180	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.242.20.252	0.0.0.0
NTCIP Port	8019	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

1.9.1 Peer Device	1	2	3	4	5	6	7	8
System Id	295	0	0	0	0	0	0	0
IP Address	10.242.20.209	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Port	49255	49255	49255	49255	49255	49255	49255	49255
Message Timeout	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Max Retries	3	3	3	3	3	3	3	3
Heartbeat Time	30	30	30	30	30	30	30	30

1.9.2 Peer Function	1	2	3	4	5	6	7	8
Peer Device Num	1	0	0	0	0	0	0	0
Remote Function	Vehicle Detector	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	14	1	1	1	1	1	1	1
Local Function	Priority Request	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	9	10	11	12	13	14	15	16
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	17	18	19	20	21	22	23	24
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	25	26	27	28	29	30	31	32
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

APPENDIX C

MTS BUS SCHEDULES AND MAPS

ONE-WAY FARES / *Tarifas Sencillas*

Exact fare, please / *Favor de pagar la cantidad exacta*	
Adult / *Adulto*	**$2.50**
Senior/Disabled/Medicare* *Personas Mayores/con Discapacidades/Medicare**	**$1.25**
Youth (ages 6-18)* *Jóvenes (edades 6-18)**	**$2.50**

DAY PASS (Regional) / *Pase diario (Regional)*

Adult / *Adulto*	**$6.00**
Senior/Disabled/Medicare* *Personas Mayores/con Discapacidades/Medicare**	**$3.00**
Youth (ages 6-18)* *Jóvenes (edades 6-18)**	**$3.00**

MONTHLY PASSES / *Pases mensuales*

Adult / *Adulto*	**$72.00**
Senior/Disabled/Medicare* *Personas Mayores/con Discapacidades/Medicare**	**$23.00**
Youth (ages 6-18)* *Jóvenes (edades 6-18)**	**$23.00**

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
**Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.*

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- City College Transit Ctr.
- Santa Fe Depot

TROLLEY CONNECTIONS
- City College
- America Plaza
- Santa Fe Depot

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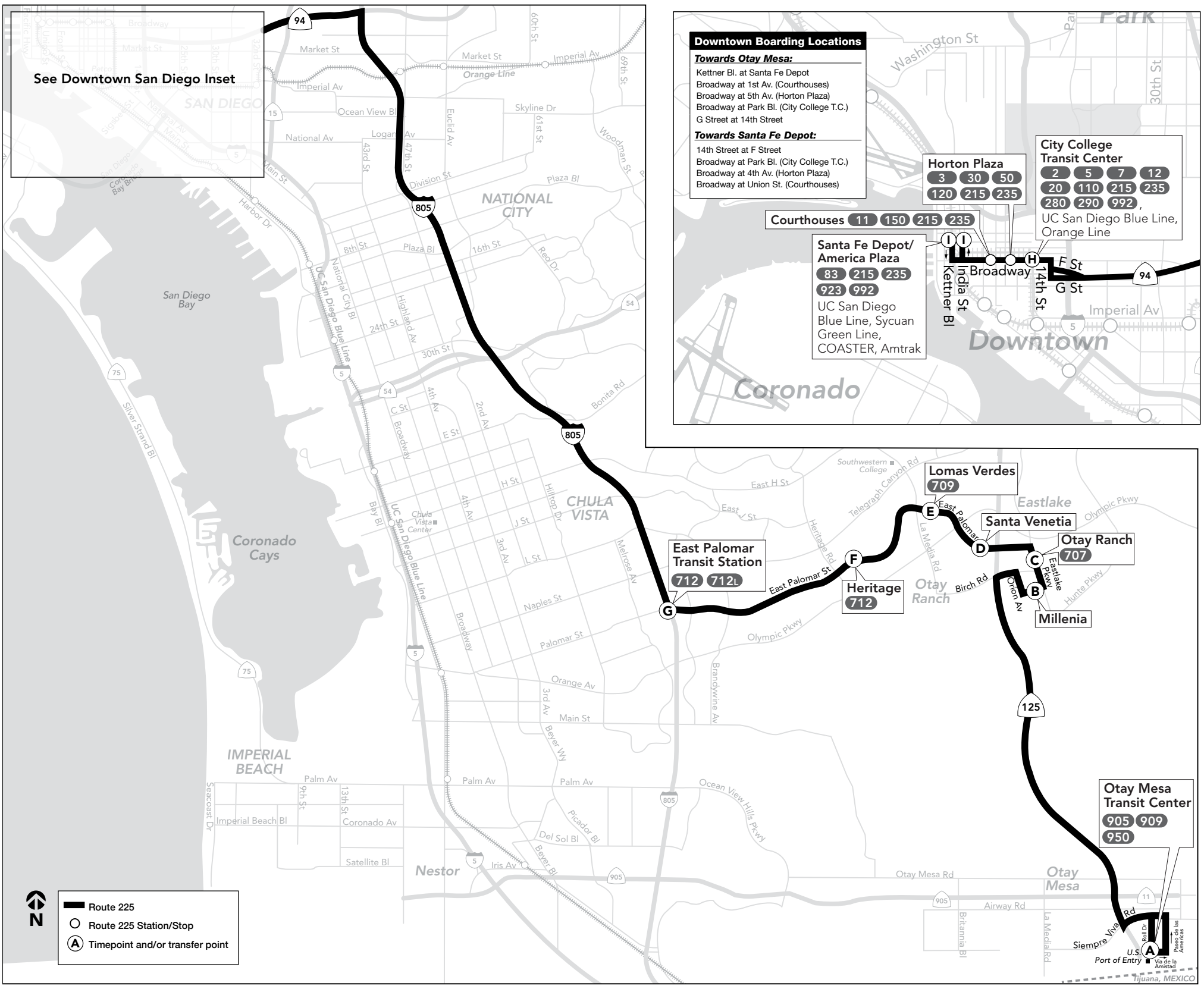

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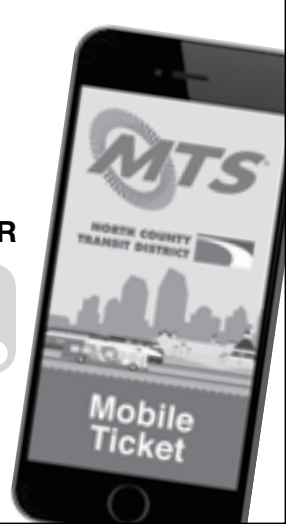


Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*

Route 225 – Monday through Friday / *lunes a viernes*

Otay Mesa ➡ Downtown San Diego

Ⓐ Via de la Amistad & Roll Dr. **DEPART**	Ⓑ Millenia Station	Ⓒ Otay Ranch Station	Ⓓ Santa Venetia Station	Ⓔ Lomas Verdes Station	Ⓕ Heritage Station	Ⓖ East Palomar Station	Ⓗ City College Transit Station (Broadway)	Ⓘ America Plaza Trolley Station **ARRIVE**
4:27a	4:37a	4:40a	4:43a	4:47a	4:51a	4:58a	5:13a	5:20a
4:42	4:52	4:55	4:58	5:02	5:06	5:13	5:28	5:35
4:57	5:07	5:10	5:13	5:17	5:21	5:28	5:45	5:52
5:12	5:23	5:26	5:29	5:33	5:37	5:44	6:03	6:10
5:28	5:39	5:42	5:45	5:49	5:53	6:00	6:22	6:29
5:43	5:54	5:57	6:00	6:04	6:08	6:15	6:38	6:45
5:58	6:09	6:12	6:15	6:19	6:23	6:30	6:55	7:03
6:13	6:24	6:27	6:30	6:34	6:38	6:45	7:10	7:18
6:28	6:39	6:42	6:45	6:49	6:53	7:00	7:27	7:35
6:42	6:53	6:56	6:59	7:03	7:07	7:14	7:44	7:53
6:57	7:08	7:11	7:14	7:18	7:22	7:29	7:59	8:08
7:12	7:23	7:26	7:29	7:33	7:37	7:44	8:14	8:23
7:30	7:41	7:44	7:47	7:51	7:55	8:02	8:29	8:38
7:46	7:57	8:00	8:03	8:07	8:11	8:18	8:43	8:52
8:02	8:13	8:16	8:19	8:23	8:27	8:34	8:56	9:05
8:17	8:28	8:31	8:34	8:38	8:42	8:49	9:08	9:17
8:32	8:43	8:46	8:49	8:53	8:57	9:04	9:21	9:30
8:47	8:58	9:01	9:04	9:08	9:12	9:19	9:36	9:45
9:02	9:13	9:16	9:19	9:23	9:27	9:34	9:51	10:00
9:17	9:28	9:31	9:34	9:38	9:42	9:49	10:06	10:15
9:48	9:59	10:02	10:05	10:09	10:13	10:20	10:37	10:46
10:20	10:31	10:34	10:37	10:41	10:45	10:52	11:09	11:18
10:50	11:01	11:04	11:07	11:11	11:15	11:22	11:39	11:48
11:20	11:31	11:34	11:37	11:41	11:45	11:52	**12:09p**	**12:18p**
11:50	**12:01p**	**12:04p**	**12:07p**	**12:11p**	**12:15p**	**12:22p**	**12:39**	**12:48**
12:20p	**12:31**	**12:34**	**12:37**	**12:41**	**12:45**	**12:52**	**1:09**	**1:18**
12:50	**1:01**	**1:04**	**1:07**	**1:11**	**1:15**	**1:22**	**1:39**	**1:48**
1:21	**1:32**	**1:35**	**1:38**	**1:42**	**1:46**	**1:53**	**2:10**	**2:19**
1:51	**2:02**	**2:05**	**2:08**	**2:12**	**2:16**	**2:23**	**2:40**	**2:49**
2:20	**2:31**	**2:34**	**2:37**	**2:41**	**2:45**	**2:52**	**3:09**	**3:18**
2:36	**2:47**	**2:50**	**2:53**	**2:57**	**3:01**	**3:08**	**3:25**	**3:34**
2:52	**3:03**	**3:06**	**3:09**	**3:13**	**3:17**	**3:24**	**3:41**	**3:50**
3:06	**3:17**	**3:20**	**3:23**	**3:27**	**3:31**	**3:38**	**3:55**	**4:04**
3:21	**3:32**	**3:35**	**3:38**	**3:42**	**3:46**	**3:53**	**4:10**	**4:19**
3:36	**3:47**	**3:50**	**3:53**	**3:57**	**4:01**	**4:08**	**4:25**	**4:34**
3:52	**4:03**	**4:06**	**4:09**	**4:13**	**4:17**	**4:24**	**4:41**	**4:50**
4:07	**4:18**	**4:21**	**4:24**	**4:28**	**4:32**	**4:39**	**4:56**	**5:05**
4:22	**4:33**	**4:36**	**4:39**	**4:43**	**4:47**	**4:54**	**5:11**	**5:20**
4:37	**4:48**	**4:51**	**4:54**	**4:58**	**5:02**	**5:09**	**5:26**	**5:35**
4:52	**5:03**	**5:06**	**5:09**	**5:13**	**5:17**	**5:24**	**5:41**	**5:50**
5:07	**5:18**	**5:21**	**5:24**	**5:28**	**5:32**	**5:39**	**5:56**	**6:05**
5:23	**5:34**	**5:37**	**5:40**	**5:44**	**5:48**	**5:55**	**6:11**	**6:19**
5:39	**5:50**	**5:53**	**5:56**	**6:00**	**6:04**	**6:11**	**6:27**	**6:35**
5:54	**6:05**	**6:08**	**6:11**	**6:15**	**6:19**	**6:26**	**6:42**	**6:50**
6:22	**6:33**	**6:36**	**6:39**	**6:43**	**6:47**	**6:54**	**7:10**	**7:18**
6:52	**7:03**	**7:06**	**7:09**	**7:13**	**7:17**	**7:24**	**7:40**	**7:48**
7:22	**7:33**	**7:36**	**7:39**	**7:43**	**7:47**	**7:54**	**8:10**	**8:18**
7:52	**8:03**	**8:06**	**8:09**	**8:13**	**8:17**	**8:24**	**8:40**	**8:48**
8:22	**8:33**	**8:36**	**8:39**	**8:43**	**8:47**	**8:54**	**9:10**	**9:18**
8:53	**9:03**	**9:06**	**9:09**	**9:13**	**9:17**	**9:24**	**9:40**	**9:47**
9:23	**9:33**	**9:36**	**9:39**	**9:43**	**9:47**	**9:54**	**10:10**	**10:17**
9:53	**10:03**	**10:06**	**10:09**	**10:13**	**10:17**	**10:24**	**10:40**	**10:47**

Downtown San Diego ➡ Otay Mesa

Ⓘ Santa Fe Depot Transit Ctr. **DEPART**	Ⓗ City College Transit Station (Broadway)	Ⓖ East Palomar Station	Ⓕ Heritage Station	Ⓔ Lomas Verdes Station	Ⓓ Santa Venetia Station	Ⓒ Otay Ranch Station	Ⓑ Millenia Station	Ⓐ Via de la Amistad & Roll Dr. **ARRIVE**
5:34a	5:41a	5:56a	6:03a	6:07a	6:10a	6:14a	6:17a	6:32a
6:02	6:09	6:24	6:31	6:35	6:38	6:42	6:45	7:00
6:18	6:26	6:42	6:49	6:53	6:56	7:00	7:03	7:19
6:30	6:38	6:54	7:01	7:05	7:08	7:12	7:15	7:31
6:47	6:55	7:11	7:18	7:22	7:25	7:29	7:32	7:48
7:02	7:10	7:26	7:33	7:37	7:40	7:44	7:47	8:03
7:17	7:25	7:41	7:48	7:52	7:55	7:59	8:02	8:18
7:31	7:39	7:55	8:02	8:06	8:09	8:13	8:16	8:32
7:47	7:55	8:11	8:18	8:22	8:25	8:29	8:32	8:48
8:02	8:10	8:26	8:33	8:37	8:40	8:44	8:47	9:03
8:17	8:25	8:41	8:48	8:52	8:55	8:59	9:02	9:18
8:32	8:40	8:56	9:03	9:07	9:10	9:14	9:17	9:33
8:47	8:55	9:11	9:18	9:22	9:25	9:29	9:32	9:48
9:05	9:13	9:29	9:36	9:40	9:43	9:47	9:50	10:06
9:21	9:29	9:45	9:52	9:56	9:59	10:03	10:06	10:22
9:36	9:44	10:00	10:07	10:11	10:14	10:18	10:21	10:37
10:07	10:15	10:31	10:38	10:42	10:45	10:49	10:52	11:08
10:38	10:46	11:02	11:09	11:13	11:16	11:20	11:23	11:39
11:08	11:16	11:32	11:39	11:43	11:46	11:50	11:53	**12:09p**
11:38	11:46	**12:02p**	**12:09p**	**12:13p**	**12:16p**	**12:20p**	**12:23p**	**12:39**
12:07p	**12:16p**	**12:32**	**12:39**	**12:43**	**12:46**	**12:50**	**12:53**	**1:10**
12:37	**12:46**	**1:02**	**1:09**	**1:13**	**1:16**	**1:20**	**1:23**	**1:40**
1:06	**1:15**	**1:31**	**1:38**	**1:42**	**1:45**	**1:49**	**1:52**	**2:09**
1:37	**1:46**	**2:02**	**2:09**	**2:13**	**2:16**	**2:20**	**2:23**	**2:41**
2:06	**2:15**	**2:33**	**2:40**	**2:44**	**2:47**	**2:51**	**2:54**	**3:13**
2:37	**2:46**	**3:05**	**3:12**	**3:16**	**3:19**	**3:23**	**3:26**	**3:46**
2:52	**3:01**	**3:21**	**3:28**	**3:32**	**3:35**	**3:39**	**3:42**	**4:02**
3:07	**3:16**	**3:36**	**3:43**	**3:47**	**3:50**	**3:54**	**3:57**	**4:17**
3:21	**3:31**	**3:51**	**3:58**	**4:02**	**4:05**	**4:09**	**4:12**	**4:32**
3:36	**3:46**	**4:06**	**4:13**	**4:17**	**4:20**	**4:24**	**4:27**	**4:47**
3:52	**4:02**	**4:22**	**4:29**	**4:33**	**4:36**	**4:40**	**4:43**	**5:03**
4:08	**4:18**	**4:38**	**4:45**	**4:49**	**4:52**	**4:56**	**4:59**	**5:19**
4:23	**4:33**	**4:53**	**5:00**	**5:04**	**5:07**	**5:11**	**5:14**	**5:34**
4:38	**4:48**	**5:08**	**5:15**	**5:19**	**5:22**	**5:26**	**5:29**	**5:49**
4:53	**5:03**	**5:23**	**5:30**	**5:34**	**5:37**	**5:41**	**5:44**	**6:04**
5:08	**5:18**	**5:38**	**5:45**	**5:49**	**5:52**	**5:56**	**5:59**	**6:19**
5:24	**5:33**	**5:53**	**6:00**	**6:04**	**6:07**	**6:11**	**6:14**	**6:34**
5:39	**5:48**	**6:07**	**6:14**	**6:18**	**6:21**	**6:25**	**6:28**	**6:47**
5:54	**6:03**	**6:22**	**6:29**	**6:33**	**6:36**	**6:40**	**6:43**	**7:02**
6:10	**6:18**	**6:36**	**6:43**	**6:47**	**6:50**	**6:54**	**6:57**	**7:16**
6:25	**6:33**	**6:50**	**6:57**	**7:01**	**7:04**	**7:08**	**7:11**	**7:29**
6:38	**6:46**	**7:02**	**7:09**	**7:13**	**7:16**	**7:20**	**7:23**	**7:40**
6:53	**7:01**	**7:17**	**7:24**	**7:28**	**7:31**	**7:35**	**7:38**	**7:55**
7:09	**7:17**	**7:33**	**7:40**	**7:44**	**7:47**	**7:51**	**7:54**	**8:10**
7:40	**7:48**	**8:04**	**8:11**	**8:15**	**8:18**	**8:22**	**8:25**	**8:41**
8:10	**8:18**	**8:34**	**8:41**	**8:45**	**8:48**	**8:52**	**8:55**	**9:11**
8:41	**8:48**	**9:04**	**9:11**	**9:15**	**9:18**	**9:22**	**9:25**	**9:41**
9:10	**9:17**	**9:32**	**9:39**	**9:43**	**9:46**	**9:50**	**9:53**	**10:08**
9:40	**9:47**	**10:02**	**10:09**	**10:13**	**10:16**	**10:20**	**10:23**	**10:38**
10:10	**10:17**	**10:32**	**10:39**	**10:43**	**10:46**	**10:50**	**10:53**	**11:08**
10:40	**10:47**	**11:02**	**11:09**	**11:13**	**11:16**	**11:20**	**11:23**	**11:38**
11:10	**11:17**	**11:32**	**11:39**	**11:43**	**11:46**	**11:50**	**11:53**	12:08a

Route 225 – Saturday & Sunday / *sábado y domingo*

Otay Mesa ➡ Downtown San Diego

Ⓐ Via de la Amistad & Roll Dr. **DEPART**	Ⓑ Millenia Station	Ⓒ Otay Ranch Station	Ⓓ Santa Venetia Station	Ⓔ Lomas Verdes Station	Ⓕ Heritage Station	Ⓖ East Palomar Station	Ⓗ City College Transit Station (Broadway)	Ⓘ America Plaza Trolley Station **ARRIVE**
4:49a	4:58a	5:01a	5:04a	5:08a	5:12a	5:19a	5:33a	5:40a
5:18	5:27	5:30	5:33	5:37	5:41	5:48	6:03	6:10
5:48	5:57	6:00	6:03	6:07	6:11	6:18	6:33	6:40
6:18	6:28	6:31	6:34	6:38	6:42	6:49	7:04	7:12
6:48	6:58	7:01	7:04	7:08	7:12	7:19	7:34	7:42
7:18	7:28	7:31	7:34	7:38	7:42	7:49	8:04	8:12
7:47	7:57	8:00	8:03	8:07	8:11	8:18	8:33	8:41
8:17	8:27	8:30	8:33	8:37	8:41	8:48	9:03	9:11
8:52	9:02	9:05	9:08	9:12	9:16	9:23	9:38	9:46
9:22	9:32	9:35	9:38	9:42	9:46	9:53	10:08	10:16
9:52	10:02	10:05	10:08	10:12	10:16	10:23	10:38	10:46
10:22	10:32	10:35	10:38	10:42	10:46	10:53	11:08	11:16
10:52	11:02	11:05	11:08	11:12	11:16	11:23	11:38	11:46
11:22	11:32	11:35	11:38	11:42	11:46	11:53	**12:08p**	**12:16p**
11:52	**12:02p**	**12:05p**	**12:08p**	**12:12p**	**12:16p**	**12:23p**	**12:38**	**12:46**
12:22p	**12:32**	**12:35**	**12:38**	**12:42**	**12:46**	**12:53**	**1:08**	**1:16**
12:52	**1:02**	**1:05**	**1:08**	**1:12**	**1:16**	**1:23**	**1:38**	**1:46**
1:22	**1:32**	**1:35**	**1:38**	**1:42**	**1:46**	**1:53**	**2:08**	**2:16**
1:52	**2:02**	**2:05**	**2:08**	**2:12**	**2:16**	**2:23**	**2:38**	**2:46**
2:22	**2:32**	**2:35**	**2:38**	**2:42**	**2:46**	**2:53**	**3:08**	**3:16**
2:52	**3:02**	**3:05**	**3:08**	**3:12**	**3:16**	**3:23**	**3:38**	**3:46**
3:22	**3:32**	**3:35**	**3:38**	**3:42**	**3:46**	**3:53**	**4:08**	**4:16**
3:52	**4:02**	**4:05**	**4:08**	**4:12**	**4:16**	**4:23**	**4:38**	**4:46**
4:22	**4:32**	**4:35**	**4:38**	**4:42**	**4:46**	**4:53**	**5:08**	**5:16**
4:52	**5:02**	**5:05**	**5:08**	**5:12**	**5:16**	**5:23**	**5:38**	**5:46**
5:22	**5:32**	**5:35**	**5:38**	**5:42**	**5:46**	**5:53**	**6:08**	**6:16**
5:53	**6:03**	**6:06**	**6:09**	**6:13**	**6:17**	**6:24**	**6:39**	**6:47**
6:23	**6:33**	**6:36**	**6:39**	**6:43**	**6:47**	**6:54**	**7:09**	**7:17**
6:53	**7:03**	**7:06**	**7:09**	**7:13**	**7:17**	**7:24**	**7:39**	**7:47**
7:23	**7:33**	**7:36**	**7:39**	**7:43**	**7:47**	**7:54**	**8:09**	**8:17**
7:54	**8:03**	**8:06**	**8:09**	**8:13**	**8:17**	**8:24**	**8:39**	**8:47**
8:25	**8:34**	**8:37**	**8:40**	**8:44**	**8:48**	**8:55**	**9:10**	**9:18**
8:52	**9:01**	**9:04**	**9:07**	**9:11**	**9:15**	**9:22**	**9:37**	**9:44**
9:19	**9:28**	**9:31**	**9:34**	**9:38**	**9:42**	**9:49**	**10:04**	**10:11**

Downtown San Diego ➡ Otay Mesa

Ⓘ Santa Fe Depot Transit Ctr. **DEPART**	Ⓗ City College Transit Station (Broadway)	Ⓖ East Palomar Station	Ⓕ Heritage Station	Ⓔ Lomas Verdes Station	Ⓓ Santa Venetia Station	Ⓒ Otay Ranch Station	Ⓑ Millenia Station	Ⓐ Via de la Amistad & Roll Dr. **ARRIVE**
6:08a	6:15a	6:29a	6:36a	6:40a	6:43a	6:47a	6:50a	7:04a
6:38	6:45	6:59	7:06	7:10	7:13	7:17	7:20	7:34
7:06	7:14	7:29	7:36	7:40	7:43	7:47	7:50	8:05
7:36	7:44	7:59	8:06	8:10	8:13	8:17	8:20	8:35
8:06	8:14	8:29	8:36	8:40	8:43	8:47	8:50	9:05
8:36	8:44	8:59	9:06	9:10	9:13	9:17	9:20	9:35
9:06	9:14	9:29	9:36	9:40	9:43	9:47	9:50	10:05
9:36	9:44	9:59	10:06	10:10	10:13	10:17	10:20	10:36
10:08	10:16	10:31	10:38	10:42	10:45	10:49	10:52	11:08
10:38	10:46	11:01	11:08	11:12	11:15	11:19	11:22	11:38
11:08	11:16	11:31	11:38	11:42	11:45	11:49	11:52	**12:08p**
11:38	11:46	**12:01p**	**12:08p**	**12:12p**	**12:15p**	**12:19p**	**12:22p**	**12:38**
12:08p	**12:16p**	**12:31**	**12:38**	**12:42**	**12:45**	**12:49**	**12:52**	**1:08**
12:38	**12:46**	**1:01**	**1:08**	**1:12**	**1:15**	**1:19**	**1:22**	**1:38**
1:08	**1:16**	**1:31**	**1:38**	**1:42**	**1:45**	**1:49**	**1:52**	**2:08**
1:38	**1:46**	**2:01**	**2:08**	**2:12**	**2:15**	**2:19**	**2:22**	**2:38**
2:08	**2:16**	**2:31**	**2:38**	**2:42**	**2:45**	**2:49**	**2:52**	**3:08**
2:38	**2:46**	**3:01**	**3:08**	**3:12**	**3:15**	**3:19**	**3:22**	**3:38**
3:07	**3:16**	**3:31**	**3:38**	**3:42**	**3:45**	**3:49**	**3:52**	**4:08**
3:37	**3:46**	**4:01**	**4:08**	**4:12**	**4:15**	**4:19**	**4:22**	**4:38**
4:07	**4:16**	**4:31**	**4:38**	**4:42**	**4:45**	**4:49**	**4:52**	**5:08**
4:37	**4:46**	**5:01**	**5:08**	**5:12**	**5:15**	**5:19**	**5:22**	**5:38**
5:07	**5:16**	**5:31**	**5:38**	**5:42**	**5:45**	**5:49**	**5:52**	**6:08**
5:37	**5:46**	**6:01**	**6:08**	**6:12**	**6:15**	**6:19**	**6:22**	**6:38**
6:08	**6:16**	**6:31**	**6:38**	**6:42**	**6:45**	**6:49**	**6:52**	**7:07**
6:37	**6:45**	**7:00**	**7:07**	**7:11**	**7:14**	**7:18**	**7:21**	**7:36**
7:07	**7:15**	**7:30**	**7:37**	**7:41**	**7:44**	**7:48**	**7:51**	**8:06**
7:37	**7:45**	**8:00**	**8:07**	**8:11**	**8:14**	**8:18**	**8:21**	**8:36**
8:10	**8:18**	**8:33**	**8:40**	**8:44**	**8:47**	**8:51**	**8:54**	**9:09**
8:41	**8:48**	**9:03**	**9:10**	**9:14**	**9:17**	**9:21**	**9:24**	**9:39**
9:11	**9:18**	**9:33**	**9:40**	**9:44**	**9:47**	**9:51**	**9:54**	**10:09**
9:41	**9:48**	**10:03**	**10:10**	**10:14**	**10:17**	**10:21**	**10:24**	**10:39**
10:11	**10:18**	**10:32**	**10:39**	**10:43**	**10:46**	**10:50**	**10:53**	**11:07**
10:41	**10:48**	**11:02**	**11:09**	**11:13**	**11:16**	**11:20**	**11:23**	**11:37**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

Exact fare, please *Favor de pagar la cantidad exacta*

Fares *Tarifas*	**Adult** *Adulto*	**Senior/Disabled/ Medicare/Youth*** *Personas Mayores/con Discapacidades/Medicare/Jóvenes**
ONE-WAY FARES *Tarifas Sencillas*	**$2.50**	**$1.25**
EARNED DAY PASS *Pase del Día Ganado*	**$6.00**	**$3.00**
MONTH PASS *Pase mensual*	**$72.00**	**$23.00**

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card ($2) or scan your PRONTO mobile app (free) to ride. *Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO ($2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.*

- **One-ways with PRONTO receive free transfers for two hours. No free transfers for cash.** *Los viajes de ida con PRONTO reciben transbordes gratuitos por dos horas. No se permiten transbordes gratuitos con pagos en efectivo.*
- **Day Passes not sold in advance. Earned with PRONTO.** *Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.*
- **A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month.** *El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.*

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18
Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18

For more information, visit: / *Para más información, visite:* **sdmts.com/fares**

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com.**

Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a ***sdmts.com.***

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective NOVEMBER 21, 2021

707
Southwestern College – Otay Ranch Town Center
via East H St. / Eastlake Pkwy

709
H St. Transit Center Eastlake
via Southwestern College

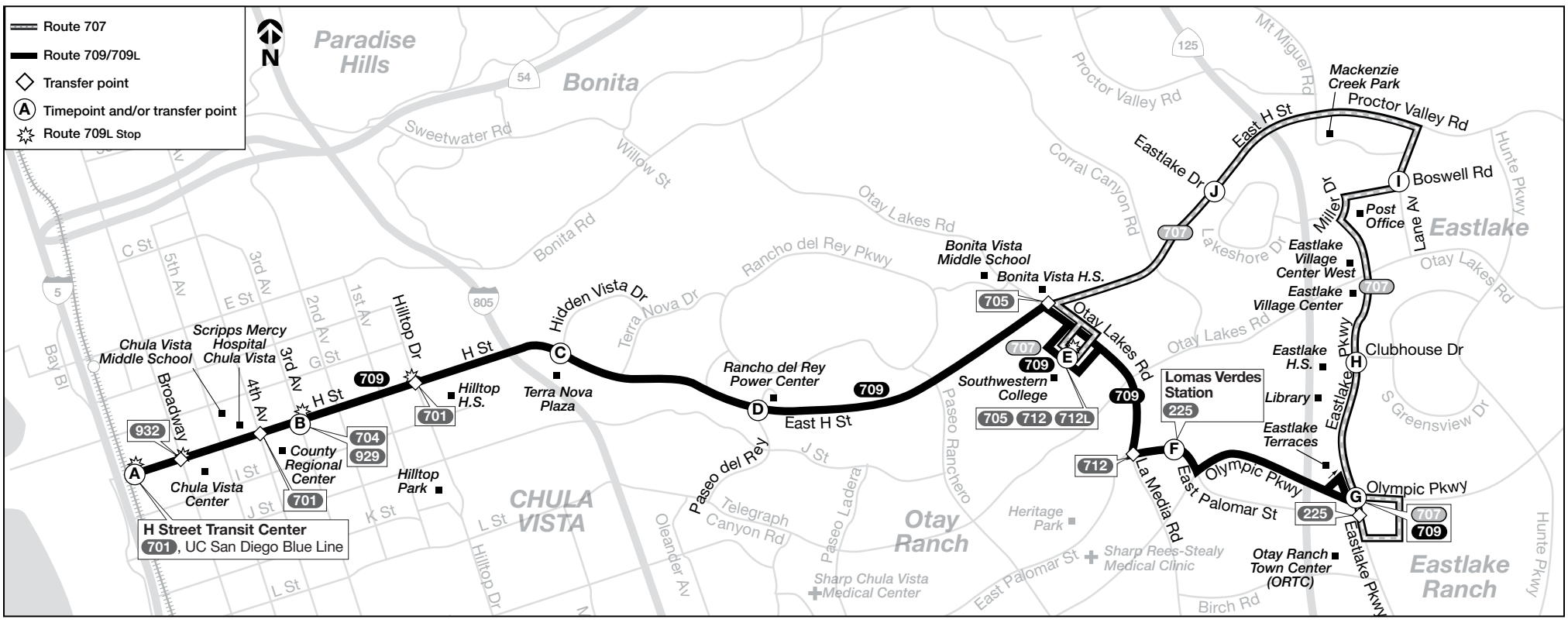
DESTINATIONS
- Bonita Vista High School
- Eastlake High School (707)
- Eastlake Village Center (707)
- Hilltop High School (709)
- Otay Ranch Town Center
- Scripps Hospital (709)
- Southwestern College

TROLLEY CONNECTIONS
- H St.

11/21

sdmts.com
Route Alerts, Updated Schedules, Connections & More

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*



Route 707 – Monday through Friday / *lunes a viernes*

Otay Ranch Town Center ➡ Southwestern College

G Eastlake Pkwy. & Olympic Pkwy. (ORTC) **DEPART**	H Eastlake Pkwy. & Clubhouse Dr.	I Boswell Rd. & Lane Av.	J East H St. & Eastlake Dr.	E Southwestern College **ARRIVE**
5:02a	5:07a	5:13a	5:19a	5:27a
5:49	5:54	6:00	6:06	6:14
6:35	6:40	6:46	6:52	7:00
7:07	7:12	7:18	7:24	7:32
7:37	7:42	7:48	7:54	8:02
8:07	8:12	8:18	8:24	8:32
8:37	8:42	8:48	8:54	9:02
9:07	9:12	9:18	9:24	9:32
9:37	9:42	9:48	9:54	10:02
10:07	10:12	10:18	10:24	10:32
10:37	10:42	10:48	10:54	11:02
11:07	11:12	11:18	11:24	11:32
11:37	11:42	11:48	11:54	**12:02p**
12:07p	**12:12p**	**12:18p**	**12:24p**	**12:32**
12:36	**12:41**	**12:47**	**12:53**	**1:01**
1:06	**1:11**	**1:17**	**1:23**	**1:31**
1:38	**1:44**	**1:50**	**1:56**	**2:05**
2:08	**2:14**	**2:20**	**2:26**	**2:35**
2:37	**2:43**	**2:49**	**2:55**	**3:04**
3:03	**3:09**	**3:15**	**3:21**	**3:30**
3:29	**3:35**	**3:41**	**3:47**	**3:56**
3:59	**4:05**	**4:11**	**4:17**	**4:26**
4:29	**4:35**	**4:41**	**4:47**	**4:56**
5:02	**5:08**	**5:14**	**5:20**	**5:29**
5:32	**5:38**	**5:44**	**5:50**	**5:59**
6:02	**6:08**	**6:14**	**6:20**	**6:29**
6:27	**6:33**	**6:39**	**6:45**	**6:54**
7:14	**7:19**	**7:25**	**7:31**	**7:39**

Southwestern College ➡ Otay Ranch Town Center

E Southwestern College **DEPART**	J East H St. & Eastlake Dr.	I Boswell Rd. & Lane Av.	H Eastlake Pkwy. & Clubhouse Dr.	G Eastlake Pkwy. & Olympic Pkwy. (ORTC) **ARRIVE**
6:31a	6:36a	6:43a	6:50a	6:56a
7:02	7:07	7:14	7:21	7:27
7:32	7:37	7:44	7:51	7:57
8:02	8:07	8:14	8:21	8:27
8:32	8:37	8:44	8:51	8:57
9:02	9:07	9:14	9:21	9:27
9:26	9:31	9:38	9:45	9:51
9:49	9:54	10:01	10:08	10:14
10:19	10:24	10:31	10:38	10:44
10:49	10:54	11:01	11:08	11:14
11:19	11:24	11:31	11:38	11:44
11:49	11:54	**12:01p**	**12:08p**	**12:14p**
12:19p	**12:24p**	**12:31**	**12:38**	**12:44**
12:50	**12:55**	**1:02**	**1:09**	**1:15**
1:20	**1:25**	**1:32**	**1:39**	**1:45**
1:50	**1:55**	**2:02**	**2:09**	**2:15**
2:20	**2:25**	**2:32**	**2:39**	**2:45**
2:50	**2:55**	**3:02**	**3:09**	**3:15**
3:20	**3:25**	**3:32**	**3:39**	**3:45**
3:49	**3:54**	**4:01**	**4:08**	**4:14**
4:19	**4:24**	**4:31**	**4:38**	**4:44**
4:49	**4:54**	**5:01**	**5:08**	**5:14**
5:19	**5:24**	**5:31**	**5:38**	**5:44**
5:47	**5:52**	**5:59**	**6:06**	**6:12**
6:17	**6:22**	**6:29**	**6:36**	**6:42**
6:44	**6:49**	**6:56**	**7:03**	**7:09**
7:23	**7:28**	**7:35**	**7:42**	**7:48**

Route 707 does not operate on weekends or on the following holidays and observed holidays
La ruta 707 no ofrece servicio durante el fin de semana ó durante los siguientes días festivos y feriados observados >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Route 709 – Monday through Friday / *lunes a viernes*

H Street Transit Center ➡ Southwestern College ➡ Eastlake

Ⓐ H St. Transit Center **DEPART**	Ⓑ H St. & 3rd Av.	Ⓒ East H St. & Hidden Vista Dr.	Ⓓ East H St. & Paseo del Rey	Ⓔ Southwestern College	Ⓕ Lomas Verdes Station	Ⓖ Olympic Pkwy. & Eastlake Pkwy. **ARRIVE**
5:49a	5:55a	6:00a	6:03a	6:11a	6:15a	6:23a
6:04	6:10	6:15	6:18	6:26	6:30	6:38
6:19	6:26	6:31	6:34	6:43	6:48	6:56
L 6:27	6:33	—— LIMITED STOPS —→		6:48	–	–
6:34	6:41	6:46	6:49	6:58	7:03	7:11
L 6:42	6:48	—— LIMITED STOPS —→		7:03	–	–
6:49	6:56	7:01	7:04	7:13	7:18	7:26
L 6:57	7:03	—— LIMITED STOPS —→		7:18	–	–
7:04	7:11	7:17	7:20	7:29	7:35	7:44
L 7:12	7:18	—— LIMITED STOPS —→		7:33	–	–
7:19	7:26	7:32	7:35	7:44	7:50	7:59
L 7:27	7:33	—— LIMITED STOPS —→		7:49	–	–
7:34	7:41	7:47	7:50	7:59	8:05	8:14
L 7:42	7:48	—— LIMITED STOPS —→		8:04	–	–
7:49	7:56	8:02	8:05	8:14	8:20	8:29
L 7:57	8:03	—— LIMITED STOPS —→		8:19	–	–
8:04	8:11	8:17	8:20	8:29	8:35	8:44
L 8:12	8:18	—— LIMITED STOPS —→		8:34	–	–
8:19	8:26	8:32	8:35	8:44	8:50	8:59
L 8:27	8:33	—— LIMITED STOPS —→		8:48	–	–
8:34	8:41	8:47	8:50	8:59	9:05	9:14
L 8:42	8:48	—— LIMITED STOPS —→		9:03	–	–
8:49	8:56	9:02	9:05	9:14	9:20	9:29
L 8:58	9:04	—— LIMITED STOPS —→		9:19	–	–
9:04	9:11	9:17	9:20	9:29	9:35	9:44
9:19	9:26	9:32	9:35	9:44	9:50	9:59
L 9:28	9:34	—— LIMITED STOPS —→		9:49	–	–
9:34	9:41	9:47	9:50	9:59	10:05	10:14
9:49	9:56	10:02	10:05	10:14	10:20	10:29
10:05	10:12	10:18	10:21	10:30	10:36	10:45
10:20	10:27	10:33	10:36	10:45	10:51	11:00
10:35	10:42	10:48	10:51	11:00	11:06	11:15
10:50	10:57	11:03	11:06	11:15	11:21	11:30
11:05	11:12	11:18	11:21	11:30	11:36	11:45
11:20	11:27	11:33	11:36	11:45	11:51	**12:00p**
11:35	11:42	11:48	11:51	**12:00p**	**12:06p**	**12:15**
11:50	11:57	**12:03p**	**12:06p**	**12:15**	**12:21**	**12:30**
12:05p	**12:12p**	**12:19**	**12:22**	**12:31**	**12:37**	**12:47**
12:20	**12:27**	**12:34**	**12:37**	**12:46**	**12:52**	**1:02**
12:35	**12:42**	**12:49**	**12:52**	**1:01**	**1:07**	**1:17**
12:50	**12:57**	**1:04**	**1:07**	**1:16**	**1:22**	**1:32**
1:05	**1:12**	**1:19**	**1:22**	**1:31**	**1:37**	**1:47**
1:20	**1:27**	**1:34**	**1:37**	**1:46**	**1:52**	**2:02**
1:34	**1:41**	**1:48**	**1:51**	**2:00**	**2:06**	**2:16**
1:49	**1:56**	**2:03**	**2:06**	**2:15**	**2:21**	**2:31**
2:04	**2:11**	**2:18**	**2:21**	**2:30**	**2:36**	**2:46**
2:19	**2:26**	**2:33**	**2:36**	**2:45**	**2:51**	**3:01**
2:34	**2:41**	**2:48**	**2:51**	**3:00**	**3:06**	**3:16**
2:49	**2:57**	**3:05**	**3:08**	**3:17**	**3:23**	**3:33**
3:03	**3:11**	**3:19**	**3:22**	**3:31**	**3:37**	**3:47**
3:16	**3:24**	**3:32**	**3:35**	**3:44**	**3:50**	**4:00**
3:31	**3:39**	**3:47**	**3:50**	**3:59**	**4:05**	**4:15**
3:46	**3:54**	**4:02**	**4:05**	**4:14**	**4:20**	**4:30**
4:01	**4:09**	**4:17**	**4:20**	**4:29**	**4:35**	**4:45**
4:16	**4:24**	**4:32**	**4:35**	**4:44**	**4:50**	**5:00**
4:31	**4:39**	**4:47**	**4:50**	**4:59**	**5:05**	**5:15**
4:46	**4:54**	**5:02**	**5:05**	**5:14**	**5:20**	**5:30**
5:00	**5:08**	**5:16**	**5:19**	**5:28**	**5:34**	**5:44**
5:13	**5:20**	**5:27**	**5:30**	**5:39**	**5:45**	**5:55**
5:28	**5:35**	**5:42**	**5:45**	**5:54**	**6:00**	**6:10**
5:43	**5:50**	**5:57**	**6:00**	**6:09**	**6:15**	**6:25**
5:58	**6:05**	**6:12**	**6:15**	**6:24**	**6:30**	**6:40**
6:13	**6:20**	**6:27**	**6:30**	**6:39**	**6:44**	**6:53**
6:29	**6:36**	**6:43**	**6:46**	**6:55**	**7:00**	**7:09**
6:52	**6:59**	**7:06**	**7:09**	**7:18**	**7:23**	**7:32**
7:27	**7:34**	**7:40**	**7:43**	**7:51**	**7:56**	**8:05**
7:57	**8:04**	**8:09**	**8:12**	**8:20**	**8:24**	**8:33**
8:27	**8:34**	**8:39**	**8:42**	**8:50**	**8:54**	**9:03**
8:59	**9:06**	**9:11**	**9:14**	**9:22**	**9:26**	**9:35**
9:29	**9:36**	**9:41**	**9:44**	**9:52**	**9:56**	**10:05**
10:29	**10:35**	**10:40**	**10:43**	**10:51**	**10:55**	**11:03**

Eastlake ➡ Southwestern College ➡ H Street Transit Center

Ⓖ Olympic Pkwy. & Eastlake Pkwy **DEPART**	Ⓕ Lomas Verdes Station	Ⓔ Southwestern College	Ⓓ East H St. & Paseo del Rey	Ⓒ East H St. & Hidden Vista Dr.	Ⓑ H St. & 3rd Av.	Ⓐ H St. Transit Center **ARRIVE**
4:52a	4:56a	5:02a	5:10a	5:13a	5:18a	5:24a
5:22	5:26	5:32	5:40	5:43	5:48	5:54
5:52	5:56	6:02	6:11	6:14	6:19	6:26
6:09	6:13	6:19	6:28	6:31	6:36	6:43
6:23	6:28	6:34	6:43	6:46	6:51	6:59
6:38	6:43	6:49	6:58	7:01	7:07	7:16
6:53	6:58	7:05	7:15	7:18	7:24	7:33
7:08	7:13	7:20	7:30	7:33	7:39	7:48
7:25	7:30	7:37	7:47	7:50	7:56	8:05
7:40	7:45	7:52	8:02	8:05	8:11	8:20
7:55	8:00	8:07	8:17	8:20	8:26	8:35
8:10	8:15	8:22	8:32	8:35	8:41	8:50
8:25	8:30	8:37	8:47	8:50	8:56	9:05
8:40	8:45	8:52	9:02	9:05	9:11	9:20
8:55	9:00	9:07	9:17	9:20	9:26	9:35
9:10	9:15	9:22	9:32	9:35	9:41	9:50
9:25	9:30	9:37	9:47	9:50	9:56	10:05
9:40	9:45	9:52	10:02	10:05	10:11	10:20
9:55	10:00	10:07	10:17	10:20	10:26	10:35
10:10	10:15	10:22	10:32	10:35	10:41	10:50
10:25	10:30	10:37	10:47	10:50	10:56	11:05
10:40	10:45	10:52	11:02	11:05	11:11	11:20
10:55	11:00	11:07	11:17	11:20	11:26	11:35
11:10	11:15	11:22	11:32	11:35	11:41	11:50
11:25	11:30	11:37	11:47	11:50	11:56	**12:05p**
11:40	11:45	11:52	**12:02p**	**12:05p**	**12:11p**	**12:20**
11:55	**12:00p**	**12:07p**	**12:17**	**12:20**	**12:26**	**12:35**
12:10p	**12:15**	**12:22**	**12:32**	**12:35**	**12:41**	**12:50**
12:25	**12:30**	**12:37**	**12:47**	**12:50**	**12:56**	**1:05**
12:40	**12:45**	**12:52**	**1:02**	**1:05**	**1:11**	**1:20**
12:57	**1:02**	**1:09**	**1:19**	**1:22**	**1:28**	**1:37**
1:12	**1:17**	**1:24**	**1:34**	**1:37**	**1:43**	**1:53**
–	–	L **1:32**	—— LIMITED STOPS —→		**1:46**	**1:55**
1:27	**1:32**	**1:39**	**1:49**	**1:52**	**1:58**	**2:08**
1:42	**1:47**	**1:54**	**2:04**	**2:07**	**2:13**	**2:23**
–	–	L **2:02**	—— LIMITED STOPS —→		**2:17**	**2:26**
1:57	**2:02**	**2:09**	**2:19**	**2:22**	**2:28**	**2:38**
2:12	**2:17**	**2:24**	**2:34**	**2:37**	**2:43**	**2:53**
–	–	L **2:31**	—— LIMITED STOPS —→		**2:46**	**2:55**
2:26	**2:31**	**2:38**	**2:49**	**2:52**	**2:58**	**3:08**
2:41	**2:46**	**2:53**	**3:04**	**3:07**	**3:13**	**3:23**
–	–	L **3:01**	—— LIMITED STOPS —→		**3:16**	**3:25**
2:56	**3:01**	**3:08**	**3:19**	**3:22**	**3:28**	**3:38**
3:11	**3:16**	**3:23**	**3:34**	**3:37**	**3:43**	**3:53**
–	–	L **3:31**	—— LIMITED STOPS —→		**3:46**	**3:55**
3:26	**3:31**	**3:38**	**3:49**	**3:52**	**3:58**	**4:08**
3:41	**3:46**	**3:53**	**4:04**	**4:07**	**4:13**	**4:23**
–	–	L **4:01**	—— LIMITED STOPS —→		**4:16**	**4:25**
3:56	**4:01**	**4:08**	**4:19**	**4:22**	**4:28**	**4:38**
4:09	**4:14**	**4:21**	**4:32**	**4:35**	**4:41**	**4:51**
–	–	L **4:29**	—— LIMITED STOPS —→		**4:44**	**4:53**
4:24	**4:29**	**4:36**	**4:47**	**4:50**	**4:56**	**5:06**
4:38	**4:43**	**4:50**	**5:01**	**5:04**	**5:10**	**5:20**
–	–	L **4:58**	—— LIMITED STOPS —→		**5:13**	**5:22**
4:53	**4:58**	**5:05**	**5:16**	**5:19**	**5:25**	**5:35**
5:08	**5:13**	**5:20**	**5:31**	**5:34**	**5:40**	**5:50**
5:23	**5:28**	**5:35**	**5:46**	**5:49**	**5:55**	**6:05**
5:42	**5:47**	**5:54**	**6:04**	**6:07**	**6:12**	**6:21**
–	–	L **6:03**	—— LIMITED STOPS —→		**6:17**	**6:25**
5:59	**6:04**	**6:11**	**6:21**	**6:24**	**6:29**	**6:38**
6:14	**6:19**	**6:26**	**6:36**	**6:39**	**6:44**	**6:53**
6:29	**6:34**	**6:41**	**6:51**	**6:54**	**6:59**	**7:08**
6:48	**6:52**	**6:58**	**7:08**	**7:11**	**7:16**	**7:24**
7:03	**7:07**	**7:13**	**7:22**	**7:25**	**7:30**	**7:37**
7:33	**7:37**	**7:43**	**7:52**	**7:55**	**8:00**	**8:07**
8:12	**8:16**	**8:22**	**8:30**	**8:33**	**8:38**	**8:44**
8:41	**8:45**	**8:51**	**8:59**	**9:02**	**9:07**	**9:13**
9:11	**9:15**	**9:21**	**9:29**	**9:32**	**9:37**	**9:43**
10:13	**10:17**	**10:23**	**10:31**	**10:34**	**10:39**	**10:45**

L = Route 709L: Limited Stops between H St Transit Center and Southwestern College (at Broadway, 3rd Ave.,and Hilltop Dr. only.) Operates during Fall and Spring semesters while Southwestern College is in session.
Ruta 709L: Viaje con paradas limitadas entre H St Transit Center y Southwestern College (en Broadway, 3rd Ave., y Hilltop Dr. solamente.) *Opera durante los semestres del otoño y primavera en los días escolares de Southwestern College.*

Route 709 – Saturday / *sábado*

H Street Transit Center ➡ Southwestern College ➡ Eastlake

Ⓐ H St. Transit Center **DEPART**	Ⓑ H St. & 3rd Av.	Ⓒ East H St. & Hidden Vista Dr.	Ⓓ East H St. & Paseo del Rey	Ⓔ Southwestern College	Ⓕ Lomas Verdes Station	Ⓖ Olympic Pkwy. & Eastlake Pkwy. **ARRIVE**
6:29a	6:35a	6:40a	6:43a	6:51a	6:55a	7:02a
7:28	7:34	7:40	7:43	7:51	7:56	8:04
7:58	8:04	8:10	8:13	8:21	8:26	8:34
8:30	8:36	8:42	8:45	8:53	8:58	9:06
9:07	9:13	9:19	9:22	9:30	9:35	9:43
9:42	9:48	9:54	9:57	10:05	10:10	10:18
10:12	10:19	10:25	10:28	10:36	10:41	10:50
10:42	10:49	10:55	10:58	11:06	11:11	11:20
11:11	11:18	11:24	11:27	11:35	11:40	11:49
11:41	11:48	11:54	11:57	**12:05p**	**12:10p**	**12:19p**
12:11p	**12:18p**	**12:24p**	**12:27p**	**12:35**	**12:40**	**12:49**
12:41	**12:48**	**12:54**	**12:57**	**1:05**	**1:10**	**1:19**
1:11	**1:18**	**1:24**	**1:27**	**1:35**	**1:40**	**1:49**
1:41	**1:48**	**1:54**	**1:57**	**2:05**	**2:10**	**2:19**
2:11	**2:18**	**2:24**	**2:27**	**2:35**	**2:40**	**2:49**
2:41	**2:48**	**2:54**	**2:57**	**3:05**	**3:10**	**3:19**
3:11	**3:18**	**3:24**	**3:27**	**3:35**	**3:40**	**3:49**
3:41	**3:48**	**3:54**	**3:57**	**4:05**	**4:10**	**4:19**
4:11	**4:18**	**4:24**	**4:27**	**4:35**	**4:40**	**4:49**
4:41	**4:48**	**4:54**	**4:57**	**5:05**	**5:10**	**5:19**
5:12	**5:19**	**5:25**	**5:28**	**5:36**	**5:41**	**5:50**
5:42	**5:48**	**5:54**	**5:57**	**6:05**	**6:09**	**6:18**
6:12	**6:18**	**6:24**	**6:27**	**6:35**	**6:39**	**6:48**
6:43	**6:49**	**6:55**	**6:58**	**7:06**	**7:10**	**7:19**
7:13	**7:19**	**7:25**	**7:28**	**7:36**	**7:40**	**7:49**
7:43	**7:49**	**7:54**	**7:57**	**8:05**	**8:09**	**8:17**
8:13	**8:19**	**8:24**	**8:27**	**8:35**	**8:39**	**8:47**
8:59	**9:05**	**9:10**	**9:13**	**9:21**	**9:25**	**9:33**
9:59	**10:05**	**10:10**	**10:13**	**10:21**	**10:25**	**10:33**

Eastlake ➡ Southwestern College ➡ H Street Transit Center

Ⓖ Olympic Pkwy. & Eastlake Pkwy **DEPART**	Ⓕ Lomas Verdes Station	Ⓔ Southwestern College	Ⓓ East H St. & Paseo del Rey	Ⓒ East H St. & Hidden Vista Dr.	Ⓑ H St. & 3rd Av.	Ⓐ H St. Transit Center **ARRIVE**
5:43a	5:47a	5:53a	6:01a	6:04a	6:09a	6:15a
6:43	6:47	6:53	7:01	7:04	7:09	7:15
7:13	7:17	7:23	7:31	7:34	7:39	7:45
7:43	7:47	7:53	8:01	8:04	8:09	8:15
8:13	8:17	8:23	8:32	8:35	8:40	8:47
8:43	8:47	8:53	9:02	9:05	9:10	9:17
9:12	9:16	9:22	9:31	9:34	9:39	9:47
9:51	9:55	10:01	10:10	10:13	10:18	10:26
10:27	10:31	10:37	10:46	10:49	10:54	11:02
10:58	11:02	11:08	11:17	11:20	11:25	11:33
11:28	11:32	11:38	11:47	11:50	11:55	**12:03p**
11:55	**12:00p**	**12:06p**	**12:15p**	**12:18p**	**12:24p**	**12:33**
12:25p	**12:30**	**12:36**	**12:45**	**12:48**	**12:54**	**1:03**
12:55	**1:00**	**1:06**	**1:15**	**1:18**	**1:24**	**1:33**
1:25	**1:30**	**1:36**	**1:45**	**1:48**	**1:54**	**2:03**
1:55	**2:00**	**2:06**	**2:15**	**2:18**	**2:24**	**2:33**
2:25	**2:30**	**2:36**	**2:45**	**2:48**	**2:54**	**3:03**
2:55	**3:00**	**3:06**	**3:15**	**3:18**	**3:24**	**3:33**
3:25	**3:30**	**3:36**	**3:45**	**3:48**	**3:54**	**4:03**
3:55	**4:00**	**4:06**	**4:15**	**4:18**	**4:24**	**4:33**
4:25	**4:30**	**4:36**	**4:45**	**4:48**	**4:54**	**5:03**
4:55	**5:00**	**5:06**	**5:15**	**5:18**	**5:24**	**5:33**
5:25	**5:30**	**5:36**	**5:45**	**5:48**	**5:54**	**6:03**
5:56	**6:00**	**6:06**	**6:15**	**6:18**	**6:23**	**6:32**
6:26	**6:30**	**6:36**	**6:45**	**6:48**	**6:53**	**7:02**
6:57	**7:01**	**7:07**	**7:16**	**7:19**	**7:24**	**7:32**
7:28	**7:32**	**7:38**	**7:46**	**7:49**	**7:54**	**8:01**
7:58	**8:02**	**8:08**	**8:16**	**8:19**	**8:24**	**8:31**
8:27	**8:31**	**8:37**	**8:45**	**8:48**	**8:53**	**8:59**
8:57	**9:01**	**9:07**	**9:15**	**9:18**	**9:23**	**9:29**
9:43	**9:47**	**9:53**	**10:01**	**10:04**	**10:09**	**10:15**

Route 709 – Sunday / *domingo*

H Street Transit Center ➡ Southwestern College ➡ Eastlake

Ⓐ H St. Transit Center **DEPART**	Ⓑ H St. & 3rd Av.	Ⓒ East H St. & Hidden Vista Dr.	Ⓓ East H St. & Paseo del Rey	Ⓔ Southwestern College	Ⓕ Lomas Verdes Station	Ⓖ Olympic Pkwy. & Eastlake Pkwy. **ARRIVE**
6:58a	7:04a	7:09a	7:12a	7:20a	7:24a	7:31a
7:58	8:04	8:10	8:13	8:21	8:26	8:34
8:58	9:04	9:10	9:13	9:21	9:26	9:34
9:57	10:04	10:10	10:13	10:21	10:26	10:35
10:56	11:03	11:09	11:12	11:20	11:25	11:34
11:56	**12:03p**	**12:09p**	**12:12p**	**12:20p**	**12:25p**	**12:34p**
12:56p	**1:03**	**1:09**	**1:12**	**1:20**	**1:25**	**1:34**
1:56	**2:03**	**2:09**	**2:12**	**2:20**	**2:25**	**2:34**
2:56	**3:03**	**3:09**	**3:12**	**3:20**	**3:25**	**3:34**
3:56	**4:03**	**4:09**	**4:12**	**4:20**	**4:25**	**4:34**
4:57	**5:04**	**5:10**	**5:13**	**5:21**	**5:26**	**5:35**
5:57	**6:03**	**6:09**	**6:12**	**6:20**	**6:24**	**6:33**
6:58	**7:04**	**7:10**	**7:13**	**7:21**	**7:25**	**7:34**
7:58	**8:04**	**8:09**	**8:12**	**8:20**	**8:24**	**8:32**

Eastlake ➡ Southwestern College ➡ H Street Transit Center

Ⓖ Olympic Pkwy. & Eastlake Pkwy **DEPART**	Ⓕ Lomas Verdes Station	Ⓔ Southwestern College	Ⓓ East H St. & Paseo del Rey	Ⓒ East H St. & Hidden Vista Dr.	Ⓑ H St. & 3rd Av.	Ⓐ H St. Transit Center **ARRIVE**
6:43a	6:47a	6:53a	7:01a	7:04a	7:09a	7:15a
7:43	7:47	7:53	8:01	8:04	8:09	8:15
8:43	8:47	8:53	9:02	9:05	9:10	9:17
9:41	9:45	9:51	10:00	10:03	10:08	10:16
10:42	10:46	10:52	11:01	11:04	11:09	11:17
11:40	11:45	11:51	**12:00p**	**12:03p**	**12:09p**	**12:18p**
12:40p	**12:45p**	**12:51p**	**1:00**	**1:03**	**1:09**	**1:18**
1:40	**1:45**	**1:51**	**2:00**	**2:03**	**2:09**	**2:18**
2:40	**2:45**	**2:51**	**3:00**	**3:03**	**3:09**	**3:18**
3:40	**3:45**	**3:51**	**4:00**	**4:03**	**4:09**	**4:18**
4:40	**4:45**	**4:51**	**5:00**	**5:03**	**5:09**	**5:18**
5:41	**5:45**	**5:51**	**6:00**	**6:03**	**6:08**	**6:17**
6:41	**6:45**	**6:51**	**7:00**	**7:03**	**7:08**	**7:16**
7:43	**7:47**	**7:53**	**8:01**	**8:04**	**8:09**	**8:16**

A Saturday/Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas
Se operará con horario de sábado/domingo durante los siguientes días festivos y feriados observados

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Exact fare, please *Favor de pagar la cantidad exacta*

Fares *Tarifas*	**Adult** *Adulto*	**Senior/Disabled/ Medicare/Youth*** *Personas Mayores/con Discapacidades/Medicare/Jóvenes**
ONE-WAY FARES *Tarifas Sencillas*	**$2.50**	**$1.25**
EARNED DAY PASS *Pase del Día Ganado*	**$6.00**	**$3.00**
MONTH PASS *Pase mensual*	**$72.00**	**$23.00**

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card ($2) or scan your PRONTO mobile app (free) to ride. *Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO ($2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.*

- **One-ways with PRONTO receive free transfers for two hours. No free transfers for cash.** *Los viajes de ida con PRONTO reciben transbordes gratuitos por dos horas. No se permiten transbordes gratuitos con pagos en efectivo.*
- **Day Passes not sold in advance. Earned with PRONTO.** *Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.*
- **A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month.** *El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.*

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18
Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18

For more information, visit: / *Para más información, visite:* **sdmts.com/fares**

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com.**

Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a ***sdmts.com.***

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective NOVEMBER 21, 2021

707
Southwestern College – Otay Ranch Town Center
via East H St. / Eastlake Pkwy

709
H St. Transit Center Eastlake
via Southwestern College

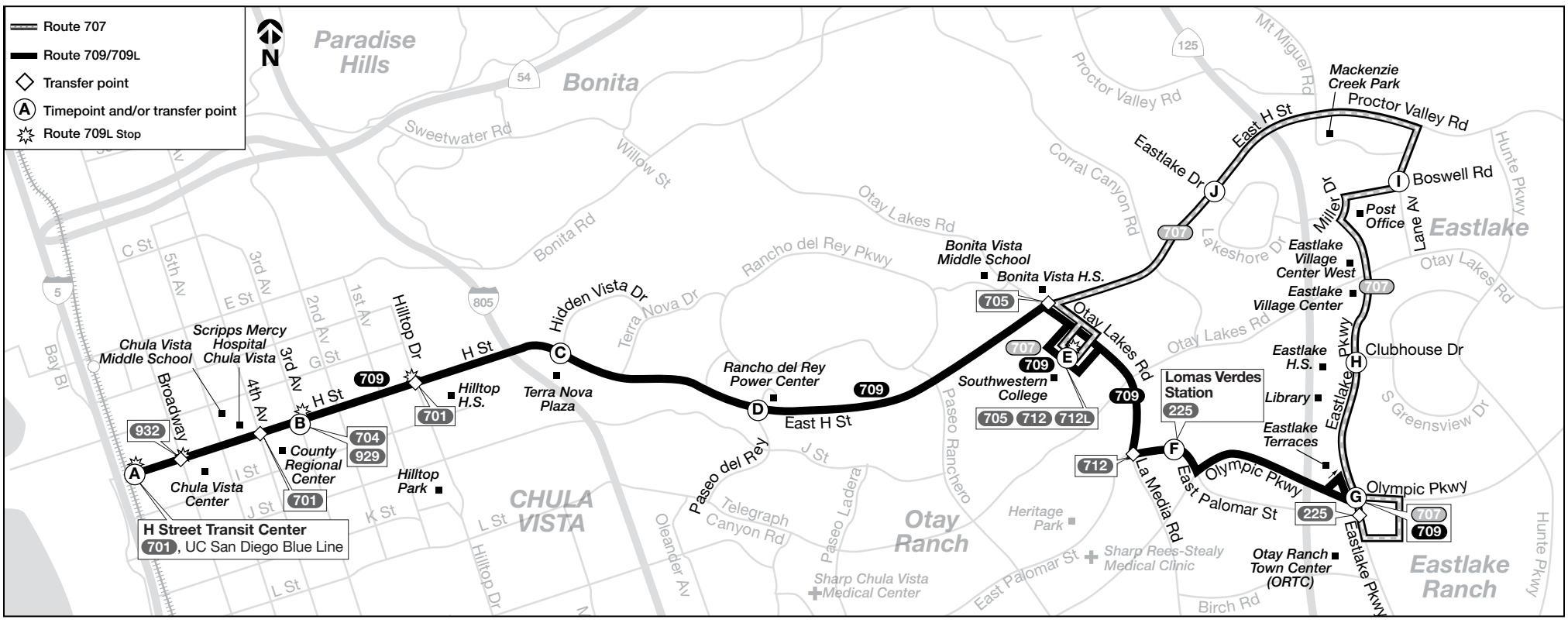
DESTINATIONS
- Bonita Vista High School
- Eastlake High School (707)
- Eastlake Village Center (707)
- Hilltop High School (709)
- Otay Ranch Town Center
- Scripps Hospital (709)
- Southwestern College

TROLLEY CONNECTIONS
- H St.

11/21

sdmts.com
Route Alerts, Updated Schedules, Connections & More

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*



Route 707 – Monday through Friday / *lunes a viernes*

Otay Ranch Town Center ➡ Southwestern College

G Eastlake Pkwy. & Olympic Pkwy. (ORTC) **DEPART**	H Eastlake Pkwy. & Clubhouse Dr.	I Boswell Rd. & Lane Av.	J East H St. & Eastlake Dr.	E Southwestern College **ARRIVE**
5:02a	5:07a	5:13a	5:19a	5:27a
5:49	5:54	6:00	6:06	6:14
6:35	6:40	6:46	6:52	7:00
7:07	7:12	7:18	7:24	7:32
7:37	7:42	7:48	7:54	8:02
8:07	8:12	8:18	8:24	8:32
8:37	8:42	8:48	8:54	9:02
9:07	9:12	9:18	9:24	9:32
9:37	9:42	9:48	9:54	10:02
10:07	10:12	10:18	10:24	10:32
10:37	10:42	10:48	10:54	11:02
11:07	11:12	11:18	11:24	11:32
11:37	11:42	11:48	11:54	**12:02p**
12:07p	**12:12p**	**12:18p**	**12:24p**	**12:32**
12:36	**12:41**	**12:47**	**12:53**	**1:01**
1:06	**1:11**	**1:17**	**1:23**	**1:31**
1:38	**1:44**	**1:50**	**1:56**	**2:05**
2:08	**2:14**	**2:20**	**2:26**	**2:35**
2:37	**2:43**	**2:49**	**2:55**	**3:04**
3:03	**3:09**	**3:15**	**3:21**	**3:30**
3:29	**3:35**	**3:41**	**3:47**	**3:56**
3:59	**4:05**	**4:11**	**4:17**	**4:26**
4:29	**4:35**	**4:41**	**4:47**	**4:56**
5:02	**5:08**	**5:14**	**5:20**	**5:29**
5:32	**5:38**	**5:44**	**5:50**	**5:59**
6:02	**6:08**	**6:14**	**6:20**	**6:29**
6:27	**6:33**	**6:39**	**6:45**	**6:54**
7:14	**7:19**	**7:25**	**7:31**	**7:39**

Southwestern College ➡ Otay Ranch Town Center

E Southwestern College **DEPART**	J East H St. & Eastlake Dr.	I Boswell Rd. & Lane Av.	H Eastlake Pkwy. & Clubhouse Dr.	G Eastlake Pkwy. & Olympic Pkwy. (ORTC) **ARRIVE**
6:31a	6:36a	6:43a	6:50a	6:56a
7:02	7:07	7:14	7:21	7:27
7:32	7:37	7:44	7:51	7:57
8:02	8:07	8:14	8:21	8:27
8:32	8:37	8:44	8:51	8:57
9:02	9:07	9:14	9:21	9:27
9:26	9:31	9:38	9:45	9:51
9:49	9:54	10:01	10:08	10:14
10:19	10:24	10:31	10:38	10:44
10:49	10:54	11:01	11:08	11:14
11:19	11:24	11:31	11:38	11:44
11:49	11:54	**12:01p**	**12:08p**	**12:14p**
12:19p	**12:24p**	**12:31**	**12:38**	**12:44**
12:50	**12:55**	**1:02**	**1:09**	**1:15**
1:20	**1:25**	**1:32**	**1:39**	**1:45**
1:50	**1:55**	**2:02**	**2:09**	**2:15**
2:20	**2:25**	**2:32**	**2:39**	**2:45**
2:50	**2:55**	**3:02**	**3:09**	**3:15**
3:20	**3:25**	**3:32**	**3:39**	**3:45**
3:49	**3:54**	**4:01**	**4:08**	**4:14**
4:19	**4:24**	**4:31**	**4:38**	**4:44**
4:49	**4:54**	**5:01**	**5:08**	**5:14**
5:19	**5:24**	**5:31**	**5:38**	**5:44**
5:47	**5:52**	**5:59**	**6:06**	**6:12**
6:17	**6:22**	**6:29**	**6:36**	**6:42**
6:44	**6:49**	**6:56**	**7:03**	**7:09**
7:23	**7:28**	**7:35**	**7:42**	**7:48**

Route 707 does not operate on weekends or on the following holidays and observed holidays
La ruta 707 no ofrece servicio durante el fin de semana ó durante los siguientes días festivos y feriados observados >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Route 709 – Monday through Friday / *lunes a viernes*

H Street Transit Center ➡ Southwestern College ➡ Eastlake

Ⓐ H St. Transit Center **DEPART**	Ⓑ H St. & 3rd Av.	Ⓒ East H St. & Hidden Vista Dr.	Ⓓ East H St. & Paseo del Rey	Ⓔ Southwestern College	Ⓕ Lomas Verdes Station	Ⓖ Olympic Pkwy. & Eastlake Pkwy. **ARRIVE**
5:49a	5:55a	6:00a	6:03a	6:11a	6:15a	6:23a
6:04	6:10	6:15	6:18	6:26	6:30	6:38
6:19	6:26	6:31	6:34	6:43	6:48	6:56
L 6:27	6:33	—— LIMITED STOPS —→		6:48	–	–
6:34	6:41	6:46	6:49	6:58	7:03	7:11
L 6:42	6:48	—— LIMITED STOPS —→		7:03	–	–
6:49	6:56	7:01	7:04	7:13	7:18	7:26
L 6:57	7:03	—— LIMITED STOPS —→		7:18	–	–
7:04	7:11	7:17	7:20	7:29	7:35	7:44
L 7:12	7:18	—— LIMITED STOPS —→		7:33	–	–
7:19	7:26	7:32	7:35	7:44	7:50	7:59
L 7:27	7:33	—— LIMITED STOPS —→		7:49	–	–
7:34	7:41	7:47	7:50	7:59	8:05	8:14
L 7:42	7:48	—— LIMITED STOPS —→		8:04	–	–
7:49	7:56	8:02	8:05	8:14	8:20	8:29
L 7:57	8:03	—— LIMITED STOPS —→		8:19	–	–
8:04	8:11	8:17	8:20	8:29	8:35	8:44
L 8:12	8:18	—— LIMITED STOPS —→		8:34	–	–
8:19	8:26	8:32	8:35	8:44	8:50	8:59
L 8:27	8:33	—— LIMITED STOPS —→		8:48	–	–
8:34	8:41	8:47	8:50	8:59	9:05	9:14
L 8:42	8:48	—— LIMITED STOPS —→		9:03	–	–
8:49	8:56	9:02	9:05	9:14	9:20	9:29
L 8:58	9:04	—— LIMITED STOPS —→		9:19	–	–
9:04	9:11	9:17	9:20	9:29	9:35	9:44
9:19	9:26	9:32	9:35	9:44	9:50	9:59
L 9:28	9:34	—— LIMITED STOPS —→		9:49	–	–
9:34	9:41	9:47	9:50	9:59	10:05	10:14
9:49	9:56	10:02	10:05	10:14	10:20	10:29
10:05	10:12	10:18	10:21	10:30	10:36	10:45
10:20	10:27	10:33	10:36	10:45	10:51	11:00
10:35	10:42	10:48	10:51	11:00	11:06	11:15
10:50	10:57	11:03	11:06	11:15	11:21	11:30
11:05	11:12	11:18	11:21	11:30	11:36	11:45
11:20	11:27	11:33	11:36	11:45	11:51	**12:00p**
11:35	11:42	11:48	11:51	**12:00p**	**12:06p**	**12:15**
11:50	11:57	**12:03p**	**12:06p**	**12:15**	**12:21**	**12:30**
12:05p	**12:12p**	**12:19**	**12:22**	**12:31**	**12:37**	**12:47**
12:20	**12:27**	**12:34**	**12:37**	**12:46**	**12:52**	**1:02**
12:35	**12:42**	**12:49**	**12:52**	**1:01**	**1:07**	**1:17**
12:50	**12:57**	**1:04**	**1:07**	**1:16**	**1:22**	**1:32**
1:05	**1:12**	**1:19**	**1:22**	**1:31**	**1:37**	**1:47**
1:20	**1:27**	**1:34**	**1:37**	**1:46**	**1:52**	**2:02**
1:34	**1:41**	**1:48**	**1:51**	**2:00**	**2:06**	**2:16**
1:49	**1:56**	**2:03**	**2:06**	**2:15**	**2:21**	**2:31**
2:04	**2:11**	**2:18**	**2:21**	**2:30**	**2:36**	**2:46**
2:19	**2:26**	**2:33**	**2:36**	**2:45**	**2:51**	**3:01**
2:34	**2:41**	**2:48**	**2:51**	**3:00**	**3:06**	**3:16**
2:49	**2:57**	**3:05**	**3:08**	**3:17**	**3:23**	**3:33**
3:03	**3:11**	**3:19**	**3:22**	**3:31**	**3:37**	**3:47**
3:16	**3:24**	**3:32**	**3:35**	**3:44**	**3:50**	**4:00**
3:31	**3:39**	**3:47**	**3:50**	**3:59**	**4:05**	**4:15**
3:46	**3:54**	**4:02**	**4:05**	**4:14**	**4:20**	**4:30**
4:01	**4:09**	**4:17**	**4:20**	**4:29**	**4:35**	**4:45**
4:16	**4:24**	**4:32**	**4:35**	**4:44**	**4:50**	**5:00**
4:31	**4:39**	**4:47**	**4:50**	**4:59**	**5:05**	**5:15**
4:46	**4:54**	**5:02**	**5:05**	**5:14**	**5:20**	**5:30**
5:00	**5:08**	**5:16**	**5:19**	**5:28**	**5:34**	**5:44**
5:13	**5:20**	**5:27**	**5:30**	**5:39**	**5:45**	**5:55**
5:28	**5:35**	**5:42**	**5:45**	**5:54**	**6:00**	**6:10**
5:43	**5:50**	**5:57**	**6:00**	**6:09**	**6:15**	**6:25**
5:58	**6:05**	**6:12**	**6:15**	**6:24**	**6:30**	**6:40**
6:13	**6:20**	**6:27**	**6:30**	**6:39**	**6:44**	**6:53**
6:29	**6:36**	**6:43**	**6:46**	**6:55**	**7:00**	**7:09**
6:52	**6:59**	**7:06**	**7:09**	**7:18**	**7:23**	**7:32**
7:27	**7:34**	**7:40**	**7:43**	**7:51**	**7:56**	**8:05**
7:57	**8:04**	**8:09**	**8:12**	**8:20**	**8:24**	**8:33**
8:27	**8:34**	**8:39**	**8:42**	**8:50**	**8:54**	**9:03**
8:59	**9:06**	**9:11**	**9:14**	**9:22**	**9:26**	**9:35**
9:29	**9:36**	**9:41**	**9:44**	**9:52**	**9:56**	**10:05**
10:29	**10:35**	**10:40**	**10:43**	**10:51**	**10:55**	**11:03**

Eastlake ➡ Southwestern College ➡ H Street Transit Center

Ⓖ Olympic Pkwy. & Eastlake Pkwy **DEPART**	Ⓕ Lomas Verdes Station	Ⓔ Southwestern College	Ⓓ East H St. & Paseo del Rey	Ⓒ East H St. & Hidden Vista Dr.	Ⓑ H St. & 3rd Av.	Ⓐ H St. Transit Center **ARRIVE**
4:52a	4:56a	5:02a	5:10a	5:13a	5:18a	5:24a
5:22	5:26	5:32	5:40	5:43	5:48	5:54
5:52	5:56	6:02	6:11	6:14	6:19	6:26
6:09	6:13	6:19	6:28	6:31	6:36	6:43
6:23	6:28	6:34	6:43	6:46	6:51	6:59
6:38	6:43	6:49	6:58	7:01	7:07	7:16
6:53	6:58	7:05	7:15	7:18	7:24	7:33
7:08	7:13	7:20	7:30	7:33	7:39	7:48
7:25	7:30	7:37	7:47	7:50	7:56	8:05
7:40	7:45	7:52	8:02	8:05	8:11	8:20
7:55	8:00	8:07	8:17	8:20	8:26	8:35
8:10	8:15	8:22	8:32	8:35	8:41	8:50
8:25	8:30	8:37	8:47	8:50	8:56	9:05
8:40	8:45	8:52	9:02	9:05	9:11	9:20
8:55	9:00	9:07	9:17	9:20	9:26	9:35
9:10	9:15	9:22	9:32	9:35	9:41	9:50
9:25	9:30	9:37	9:47	9:50	9:56	10:05
9:40	9:45	9:52	10:02	10:05	10:11	10:20
9:55	10:00	10:07	10:17	10:20	10:26	10:35
10:10	10:15	10:22	10:32	10:35	10:41	10:50
10:25	10:30	10:37	10:47	10:50	10:56	11:05
10:40	10:45	10:52	11:02	11:05	11:11	11:20
10:55	11:00	11:07	11:17	11:20	11:26	11:35
11:10	11:15	11:22	11:32	11:35	11:41	11:50
11:25	11:30	11:37	11:47	11:50	11:56	**12:05p**
11:40	11:45	11:52	**12:02p**	**12:05p**	**12:11p**	**12:20**
11:55	**12:00p**	**12:07p**	**12:17**	**12:20**	**12:26**	**12:35**
12:10p	**12:15**	**12:22**	**12:32**	**12:35**	**12:41**	**12:50**
12:25	**12:30**	**12:37**	**12:47**	**12:50**	**12:56**	**1:05**
12:40	**12:45**	**12:52**	**1:02**	**1:05**	**1:11**	**1:20**
12:57	**1:02**	**1:09**	**1:19**	**1:22**	**1:28**	**1:37**
1:12	**1:17**	**1:24**	**1:34**	**1:37**	**1:43**	**1:53**
–	–	L **1:32**	—— LIMITED STOPS —→		**1:46**	**1:55**
1:27	**1:32**	**1:39**	**1:49**	**1:52**	**1:58**	**2:08**
1:42	**1:47**	**1:54**	**2:04**	**2:07**	**2:13**	**2:23**
–	–	L **2:02**	—— LIMITED STOPS —→		**2:17**	**2:26**
1:57	**2:02**	**2:09**	**2:19**	**2:22**	**2:28**	**2:38**
2:12	**2:17**	**2:24**	**2:34**	**2:37**	**2:43**	**2:53**
–	–	L **2:31**	—— LIMITED STOPS —→		**2:46**	**2:55**
2:26	**2:31**	**2:38**	**2:49**	**2:52**	**2:58**	**3:08**
2:41	**2:46**	**2:53**	**3:04**	**3:07**	**3:13**	**3:23**
–	–	L **3:01**	—— LIMITED STOPS —→		**3:16**	**3:25**
2:56	**3:01**	**3:08**	**3:19**	**3:22**	**3:28**	**3:38**
3:11	**3:16**	**3:23**	**3:34**	**3:37**	**3:43**	**3:53**
–	–	L **3:31**	—— LIMITED STOPS —→		**3:46**	**3:55**
3:26	**3:31**	**3:38**	**3:49**	**3:52**	**3:58**	**4:08**
3:41	**3:46**	**3:53**	**4:04**	**4:07**	**4:13**	**4:23**
–	–	L **4:01**	—— LIMITED STOPS —→		**4:16**	**4:25**
3:56	**4:01**	**4:08**	**4:19**	**4:22**	**4:28**	**4:38**
4:09	**4:14**	**4:21**	**4:32**	**4:35**	**4:41**	**4:51**
–	–	L **4:29**	—— LIMITED STOPS —→		**4:44**	**4:53**
4:24	**4:29**	**4:36**	**4:47**	**4:50**	**4:56**	**5:06**
4:38	**4:43**	**4:50**	**5:01**	**5:04**	**5:10**	**5:20**
–	–	L **4:58**	—— LIMITED STOPS —→		**5:13**	**5:22**
4:53	**4:58**	**5:05**	**5:16**	**5:19**	**5:25**	**5:35**
5:08	**5:13**	**5:20**	**5:31**	**5:34**	**5:40**	**5:50**
5:23	**5:28**	**5:35**	**5:46**	**5:49**	**5:55**	**6:05**
5:42	**5:47**	**5:54**	**6:04**	**6:07**	**6:12**	**6:21**
–	–	L **6:03**	—— LIMITED STOPS —→		**6:17**	**6:25**
5:59	**6:04**	**6:11**	**6:21**	**6:24**	**6:29**	**6:38**
6:14	**6:19**	**6:26**	**6:36**	**6:39**	**6:44**	**6:53**
6:29	**6:34**	**6:41**	**6:51**	**6:54**	**6:59**	**7:08**
6:48	**6:52**	**6:58**	**7:08**	**7:11**	**7:16**	**7:24**
7:03	**7:07**	**7:13**	**7:22**	**7:25**	**7:30**	**7:37**
7:33	**7:37**	**7:43**	**7:52**	**7:55**	**8:00**	**8:07**
8:12	**8:16**	**8:22**	**8:30**	**8:33**	**8:38**	**8:44**
8:41	**8:45**	**8:51**	**8:59**	**9:02**	**9:07**	**9:13**
9:11	**9:15**	**9:21**	**9:29**	**9:32**	**9:37**	**9:43**
10:13	**10:17**	**10:23**	**10:31**	**10:34**	**10:39**	**10:45**

L = Route 709L: Limited Stops between H St Transit Center and Southwestern College (at Broadway, 3rd Ave.,and Hilltop Dr. only.) Operates during Fall and Spring semesters while Southwestern College is in session.
Ruta 709L: Viaje con paradas limitadas entre H St Transit Center y Southwestern College (en Broadway, 3rd Ave., y Hilltop Dr. solamente.) *Opera durante los semestres del otoño y primavera en los días escolares de Southwestern College.*

Route 709 – Saturday / *sábado*

H Street Transit Center ➡ Southwestern College ➡ Eastlake

Ⓐ H St. Transit Center **DEPART**	Ⓑ H St. & 3rd Av.	Ⓒ East H St. & Hidden Vista Dr.	Ⓓ East H St. & Paseo del Rey	Ⓔ Southwestern College	Ⓕ Lomas Verdes Station	Ⓖ Olympic Pkwy. & Eastlake Pkwy. **ARRIVE**
6:29a	6:35a	6:40a	6:43a	6:51a	6:55a	7:02a
7:28	7:34	7:40	7:43	7:51	7:56	8:04
7:58	8:04	8:10	8:13	8:21	8:26	8:34
8:30	8:36	8:42	8:45	8:53	8:58	9:06
9:07	9:13	9:19	9:22	9:30	9:35	9:43
9:42	9:48	9:54	9:57	10:05	10:10	10:18
10:12	10:19	10:25	10:28	10:36	10:41	10:50
10:42	10:49	10:55	10:58	11:06	11:11	11:20
11:11	11:18	11:24	11:27	11:35	11:40	11:49
11:41	11:48	11:54	11:57	**12:05p**	**12:10p**	**12:19p**
12:11p	**12:18p**	**12:24p**	**12:27p**	**12:35**	**12:40**	**12:49**
12:41	**12:48**	**12:54**	**12:57**	**1:05**	**1:10**	**1:19**
1:11	**1:18**	**1:24**	**1:27**	**1:35**	**1:40**	**1:49**
1:41	**1:48**	**1:54**	**1:57**	**2:05**	**2:10**	**2:19**
2:11	**2:18**	**2:24**	**2:27**	**2:35**	**2:40**	**2:49**
2:41	**2:48**	**2:54**	**2:57**	**3:05**	**3:10**	**3:19**
3:11	**3:18**	**3:24**	**3:27**	**3:35**	**3:40**	**3:49**
3:41	**3:48**	**3:54**	**3:57**	**4:05**	**4:10**	**4:19**
4:11	**4:18**	**4:24**	**4:27**	**4:35**	**4:40**	**4:49**
4:41	**4:48**	**4:54**	**4:57**	**5:05**	**5:10**	**5:19**
5:12	**5:19**	**5:25**	**5:28**	**5:36**	**5:41**	**5:50**
5:42	**5:48**	**5:54**	**5:57**	**6:05**	**6:09**	**6:18**
6:12	**6:18**	**6:24**	**6:27**	**6:35**	**6:39**	**6:48**
6:43	**6:49**	**6:55**	**6:58**	**7:06**	**7:10**	**7:19**
7:13	**7:19**	**7:25**	**7:28**	**7:36**	**7:40**	**7:49**
7:43	**7:49**	**7:54**	**7:57**	**8:05**	**8:09**	**8:17**
8:13	**8:19**	**8:24**	**8:27**	**8:35**	**8:39**	**8:47**
8:59	**9:05**	**9:10**	**9:13**	**9:21**	**9:25**	**9:33**
9:59	**10:05**	**10:10**	**10:13**	**10:21**	**10:25**	**10:33**

Eastlake ➡ Southwestern College ➡ H Street Transit Center

Ⓖ Olympic Pkwy. & Eastlake Pkwy **DEPART**	Ⓕ Lomas Verdes Station	Ⓔ Southwestern College	Ⓓ East H St. & Paseo del Rey	Ⓒ East H St. & Hidden Vista Dr.	Ⓑ H St. & 3rd Av.	Ⓐ H St. Transit Center **ARRIVE**
5:43a	5:47a	5:53a	6:01a	6:04a	6:09a	6:15a
6:43	6:47	6:53	7:01	7:04	7:09	7:15
7:13	7:17	7:23	7:31	7:34	7:39	7:45
7:43	7:47	7:53	8:01	8:04	8:09	8:15
8:13	8:17	8:23	8:32	8:35	8:40	8:47
8:43	8:47	8:53	9:02	9:05	9:10	9:17
9:12	9:16	9:22	9:31	9:34	9:39	9:47
9:51	9:55	10:01	10:10	10:13	10:18	10:26
10:27	10:31	10:37	10:46	10:49	10:54	11:02
10:58	11:02	11:08	11:17	11:20	11:25	11:33
11:28	11:32	11:38	11:47	11:50	11:55	**12:03p**
11:55	**12:00p**	**12:06p**	**12:15p**	**12:18p**	**12:24p**	**12:33**
12:25p	**12:30**	**12:36**	**12:45**	**12:48**	**12:54**	**1:03**
12:55	**1:00**	**1:06**	**1:15**	**1:18**	**1:24**	**1:33**
1:25	**1:30**	**1:36**	**1:45**	**1:48**	**1:54**	**2:03**
1:55	**2:00**	**2:06**	**2:15**	**2:18**	**2:24**	**2:33**
2:25	**2:30**	**2:36**	**2:45**	**2:48**	**2:54**	**3:03**
2:55	**3:00**	**3:06**	**3:15**	**3:18**	**3:24**	**3:33**
3:25	**3:30**	**3:36**	**3:45**	**3:48**	**3:54**	**4:03**
3:55	**4:00**	**4:06**	**4:15**	**4:18**	**4:24**	**4:33**
4:25	**4:30**	**4:36**	**4:45**	**4:48**	**4:54**	**5:03**
4:55	**5:00**	**5:06**	**5:15**	**5:18**	**5:24**	**5:33**
5:25	**5:30**	**5:36**	**5:45**	**5:48**	**5:54**	**6:03**
5:56	**6:00**	**6:06**	**6:15**	**6:18**	**6:23**	**6:32**
6:26	**6:30**	**6:36**	**6:45**	**6:48**	**6:53**	**7:02**
6:57	**7:01**	**7:07**	**7:16**	**7:19**	**7:24**	**7:32**
7:28	**7:32**	**7:38**	**7:46**	**7:49**	**7:54**	**8:01**
7:58	**8:02**	**8:08**	**8:16**	**8:19**	**8:24**	**8:31**
8:27	**8:31**	**8:37**	**8:45**	**8:48**	**8:53**	**8:59**
8:57	**9:01**	**9:07**	**9:15**	**9:18**	**9:23**	**9:29**
9:43	**9:47**	**9:53**	**10:01**	**10:04**	**10:09**	**10:15**

Route 709 – Sunday / *domingo*

H Street Transit Center ➡ Southwestern College ➡ Eastlake

Ⓐ H St. Transit Center **DEPART**	Ⓑ H St. & 3rd Av.	Ⓒ East H St. & Hidden Vista Dr.	Ⓓ East H St. & Paseo del Rey	Ⓔ Southwestern College	Ⓕ Lomas Verdes Station	Ⓖ Olympic Pkwy. & Eastlake Pkwy. **ARRIVE**
6:58a	7:04a	7:09a	7:12a	7:20a	7:24a	7:31a
7:58	8:04	8:10	8:13	8:21	8:26	8:34
8:58	9:04	9:10	9:13	9:21	9:26	9:34
9:57	10:04	10:10	10:13	10:21	10:26	10:35
10:56	11:03	11:09	11:12	11:20	11:25	11:34
11:56	**12:03p**	**12:09p**	**12:12p**	**12:20p**	**12:25p**	**12:34p**
12:56p	**1:03**	**1:09**	**1:12**	**1:20**	**1:25**	**1:34**
1:56	**2:03**	**2:09**	**2:12**	**2:20**	**2:25**	**2:34**
2:56	**3:03**	**3:09**	**3:12**	**3:20**	**3:25**	**3:34**
3:56	**4:03**	**4:09**	**4:12**	**4:20**	**4:25**	**4:34**
4:57	**5:04**	**5:10**	**5:13**	**5:21**	**5:26**	**5:35**
5:57	**6:03**	**6:09**	**6:12**	**6:20**	**6:24**	**6:33**
6:58	**7:04**	**7:10**	**7:13**	**7:21**	**7:25**	**7:34**
7:58	**8:04**	**8:09**	**8:12**	**8:20**	**8:24**	**8:32**

Eastlake ➡ Southwestern College ➡ H Street Transit Center

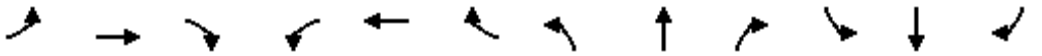
Ⓖ Olympic Pkwy. & Eastlake Pkwy **DEPART**	Ⓕ Lomas Verdes Station	Ⓔ Southwestern College	Ⓓ East H St. & Paseo del Rey	Ⓒ East H St. & Hidden Vista Dr.	Ⓑ H St. & 3rd Av.	Ⓐ H St. Transit Center **ARRIVE**
6:43a	6:47a	6:53a	7:01a	7:04a	7:09a	7:15a
7:43	7:47	7:53	8:01	8:04	8:09	8:15
8:43	8:47	8:53	9:02	9:05	9:10	9:17
9:41	9:45	9:51	10:00	10:03	10:08	10:16
10:42	10:46	10:52	11:01	11:04	11:09	11:17
11:40	11:45	11:51	**12:00p**	**12:03p**	**12:09p**	**12:18p**
12:40p	**12:45p**	**12:51p**	**1:00**	**1:03**	**1:09**	**1:18**
1:40	**1:45**	**1:51**	**2:00**	**2:03**	**2:09**	**2:18**
2:40	**2:45**	**2:51**	**3:00**	**3:03**	**3:09**	**3:18**
3:40	**3:45**	**3:51**	**4:00**	**4:03**	**4:09**	**4:18**
4:40	**4:45**	**4:51**	**5:00**	**5:03**	**5:09**	**5:18**
5:41	**5:45**	**5:51**	**6:00**	**6:03**	**6:08**	**6:17**
6:41	**6:45**	**6:51**	**7:00**	**7:03**	**7:08**	**7:16**
7:43	**7:47**	**7:53**	**8:01**	**8:04**	**8:09**	**8:16**

A Saturday/Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas
Se operará con horario de sábado/domingo durante los siguientes días festivos y feriados observados

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

APPENDIX D

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS – EXISTING



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	877	102	12	1289	160	74	27	8	42	21	295
Future Volume (veh/h)	265	877	102	12	1289	160	74	27	8	42	21	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	285	943	110	13	1386	172	80	29	9	45	0	332
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	334	3736	430	38	3203	396	121	207	64	57	0	466
Arrive On Green	0.10	0.66	0.66	0.02	1.00	1.00	0.04	0.16	0.16	0.03	0.00	0.16
Sat Flow, veh/h	3338	5680	654	3338	5628	697	3338	1306	405	1721	0	3003
Grp Volume(v), veh/h	285	772	281	13	1147	411	80	0	38	45	0	332
Grp Sat Flow(s),veh/h/ln	1669	1554	1673	1669	1554	1664	1669	0	1712	1721	0	1502
Q Serve(g_s), s	12.1	9.8	10.0	0.6	0.0	0.0	3.4	0.0	2.8	3.7	0.0	15.1
Cycle Q Clear(g_c), s	12.1	9.8	10.0	0.6	0.0	0.0	3.4	0.0	2.8	3.7	0.0	15.1
Prop In Lane	1.00		0.39	1.00		0.42	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	334	3066	1101	38	2652	947	121	0	271	57	0	466
V/C Ratio(X)	0.85	0.25	0.26	0.35	0.43	0.43	0.66	0.00	0.14	0.78	0.00	0.71
Avail Cap(c_a), veh/h	482	3066	1101	505	2652	947	181	0	504	117	0	916
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.8	10.1	10.1	69.9	0.0	0.0	68.5	0.0	52.2	69.1	0.0	57.8
Incr Delay (d2), s/veh	7.1	0.2	0.6	1.8	0.5	1.3	2.3	0.0	0.2	8.5	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	3.1	3.5	0.2	0.1	0.3	1.5	0.0	1.2	1.7	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	10.3	10.7	71.7	0.5	1.3	70.8	0.0	52.4	77.5	0.0	59.4
LnGrp LOS	E	B	B	E	A	A	E	A	D	E	A	E
Approach Vol, veh/h		1338			1571			118			377	
Approach Delay, s/veh		23.3			1.3			64.9			61.6	
Approach LOS		C			A			E			E	

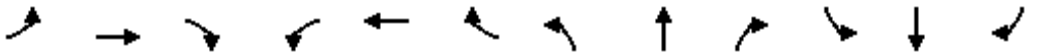
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	101.3	9.4	27.5	18.6	88.5	9.0	27.9
Change Period (Y+Rc), s	* 4.2	* 6.6	* 4.2	5.1	* 4.2	6.6	* 4.2	* 5.1
Max Green Setting (Gmax), s	* 22	* 51	* 7.8	43.9	* 21	51.4	* 9.8	* 42
Max Q Clear Time (g_c+I1), s	2.6	12.0	5.4	17.1	14.1	2.0	5.7	4.8
Green Ext Time (p_c), s	0.0	17.2	0.0	1.0	0.3	31.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



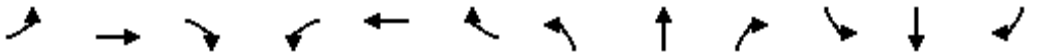
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	410	126	95	965	63	169	196	56	74	132	193
Future Volume (veh/h)	154	410	126	95	965	63	169	196	56	74	132	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	166	441	135	102	1038	68	182	211	60	80	142	208
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	215	2901	896	146	2798	864	230	915	346	121	754	563
Arrive On Green	0.02	0.19	0.19	0.04	0.57	0.57	0.07	0.19	0.19	0.04	0.15	0.15
Sat Flow, veh/h	3338	4932	1523	3338	4932	1523	3338	4932	1506	3338	4932	2547
Grp Volume(v), veh/h	166	441	135	102	1038	68	182	211	60	80	142	208
Grp Sat Flow(s),veh/h/ln	1669	1644	1523	1669	1644	1523	1669	1644	1506	1669	1644	1274
Q Serve(g_s), s	7.1	10.7	10.6	4.3	16.6	2.9	7.7	5.2	4.6	3.4	3.6	10.0
Cycle Q Clear(g_c), s	7.1	10.7	10.6	4.3	16.6	2.9	7.7	5.2	4.6	3.4	3.6	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	2901	896	146	2798	864	230	915	346	121	754	563
V/C Ratio(X)	0.77	0.15	0.15	0.70	0.37	0.08	0.79	0.23	0.17	0.66	0.19	0.37
Avail Cap(c_a), veh/h	343	2901	896	227	2798	864	343	1733	596	204	1541	970
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	28.2	28.2	67.9	17.1	14.1	66.0	49.9	44.6	68.5	53.2	48.0
Incr Delay (d2), s/veh	4.2	0.1	0.3	4.5	0.4	0.2	6.0	0.1	0.2	4.5	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.5	4.1	1.9	6.0	1.0	3.4	2.1	1.7	1.5	1.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	28.3	28.5	72.4	17.5	14.3	72.0	50.0	44.8	73.0	53.3	48.4
LnGrp LOS	E	C	C	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		742			1208			453			430	
Approach Delay, s/veh		38.5			21.9			58.2			54.6	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	91.2	14.1	28.2	13.5	88.2	9.4	32.9
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	* 6.2	* 4.2	6.5	* 4.2	6.2
Max Green Setting (Gmax), s	* 9.8	53.7	* 15	* 45	* 15	48.7	* 8.8	50.6
Max Q Clear Time (g_c+I1), s	6.3	12.7	9.7	12.0	9.1	18.6	5.4	7.2
Green Ext Time (p_c), s	0.1	9.2	0.2	1.8	0.2	17.7	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	6	1	11	6	55	3	344	4	29	323	42
Future Volume (veh/h)	31	6	1	11	6	55	3	344	4	29	323	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.97	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	40	0	1	12	7	62	3	391	5	33	367	48
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	354	0	149	188	17	149	6	2238	29	48	2324	714
Arrive On Green	0.10	0.00	0.10	0.11	0.11	0.11	0.00	0.45	0.45	0.03	0.47	0.47
Sat Flow, veh/h	3441	0	1445	1721	154	1362	1721	5015	64	1721	4932	1515
Grp Volume(v), veh/h	40	0	1	12	0	69	3	256	140	33	367	48
Grp Sat Flow(s),veh/h/ln	1721	0	1445	1721	0	1516	1721	1644	1791	1721	1644	1515
Q Serve(g_s), s	0.6	0.0	0.0	0.4	0.0	2.6	0.1	2.8	2.9	1.2	2.6	1.1
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.4	0.0	2.6	0.1	2.8	2.9	1.2	2.6	1.1
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	354	0	149	188	0	166	6	1467	799	48	2324	714
V/C Ratio(X)	0.11	0.00	0.01	0.06	0.00	0.42	0.54	0.17	0.18	0.68	0.16	0.07
Avail Cap(c_a), veh/h	2090	0	878	1141	0	1005	136	1467	799	249	2324	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	24.5	24.3	0.0	25.3	30.3	10.1	10.1	29.3	9.2	8.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.6	26.5	0.3	0.5	6.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.2	0.0	0.9	0.1	0.8	1.0	0.5	0.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	24.5	24.4	0.0	25.9	56.8	10.4	10.6	35.5	9.4	9.0
LnGrp LOS	C	A	C	C	A	C	E	B	B	D	A	A
Approach Vol, veh/h		41			81			399			448	
Approach Delay, s/veh		24.9			25.7			10.8			11.2	
Approach LOS		C			C			B			B	

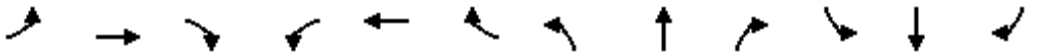
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	32.9		10.9	4.4	34.4		11.3				
Change Period (Y+Rc), s	* 4.2	5.7		4.6	* 4.2	5.7		4.6				
Max Green Setting (Gmax), s	* 8.8	24.7		37.0	* 4.8	28.7		40.4				
Max Q Clear Time (g_c+I1), s	3.2	4.9		2.6	2.1	4.6		4.6				
Green Ext Time (p_c), s	0.0	3.8		0.1	0.0	4.4		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		12.9	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



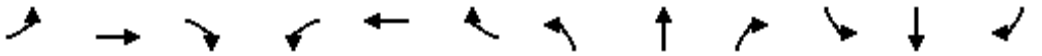
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	✣	
Traffic Volume (veh/h)	0	738	60	0	677	109	0	0	0	123	0	168
Future Volume (veh/h)	0	738	60	0	677	109	0	0	0	123	0	168
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807				1807	1807	1807
Adj Flow Rate, veh/h	0	911	74	0	836	135				152	0	207
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81				0.81	0.81	0.81
Percent Heavy Veh, %	0	3	3	0	3	3				3	3	3
Cap, veh/h	0	3294	1018	0	3294	1294				314	0	279
Arrive On Green	0.00	0.67	0.67	0.00	0.67	0.67				0.18	0.00	0.18
Sat Flow, veh/h	0	5095	1524	0	5095	1520				1721	0	1531
Grp Volume(v), veh/h	0	911	74	0	836	135				152	0	207
Grp Sat Flow(s),veh/h/ln	0	1644	1524	0	1644	1520				1721	0	1531
Q Serve(g_s), s	0.0	4.5	1.0	0.0	4.1	0.9				4.8	0.0	7.7
Cycle Q Clear(g_c), s	0.0	4.5	1.0	0.0	4.1	0.9				4.8	0.0	7.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3294	1018	0	3294	1294				314	0	279
V/C Ratio(X)	0.00	0.28	0.07	0.00	0.25	0.10				0.48	0.00	0.74
Avail Cap(c_a), veh/h	0	3294	1018	0	3294	1294				674	0	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.1	3.5	0.0	4.0	0.7				22.0	0.0	23.2
Incr Delay (d2), s/veh	0.0	0.2	0.1	0.0	0.2	0.2				1.2	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.2	0.0	0.7	0.3				1.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.3	3.6	0.0	4.2	0.9				23.2	0.0	27.1
LnGrp LOS	A	A	A	A	A	A				C	A	C
Approach Vol, veh/h		985			971						359	
Approach Delay, s/veh		4.2			3.7						25.4	
Approach LOS		A			A						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		44.6		15.4		44.6						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		27.5		23.5		27.5						
Max Q Clear Time (g_c+I1), s		6.5		9.7		6.1						
Green Ext Time (p_c), s		6.0		1.3		5.7						

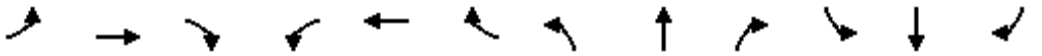
Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱	↰		↱			
Traffic Volume (veh/h)	0	650	211	0	764	300	22	0	34	0	0	0
Future Volume (veh/h)	0	650	211	0	764	300	22	0	34	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807	1807	0	1807			
Adj Flow Rate, veh/h	0	707	229	0	830	326	24	0	37			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	3	0	3	3	3	0	3			
Cap, veh/h	0	3930	1294	0	3930	1212	92	0	81			
Arrive On Green	0.00	0.80	0.80	0.00	0.80	0.80	0.05	0.00	0.05			
Sat Flow, veh/h	0	5095	1522	0	5095	1522	1721	0	1531			
Grp Volume(v), veh/h	0	707	229	0	830	326	24	0	37			
Grp Sat Flow(s),veh/h/ln	0	1644	1522	0	1644	1522	1721	0	1531			
Q Serve(g_s), s	0.0	2.0	1.6	0.0	2.5	3.3	0.8	0.0	1.4			
Cycle Q Clear(g_c), s	0.0	2.0	1.6	0.0	2.5	3.3	0.8	0.0	1.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3930	1294	0	3930	1212	92	0	81			
V/C Ratio(X)	0.00	0.18	0.18	0.00	0.21	0.27	0.26	0.00	0.45			
Avail Cap(c_a), veh/h	0	3930	1294	0	3930	1212	645	0	574			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	1.4	0.8	0.0	1.5	1.6	27.3	0.0	27.6			
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.0	0.1	0.5	1.5	0.0	3.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.2	0.3	0.0	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.5	1.1	0.0	1.6	2.1	28.8	0.0	31.5			
LnGrp LOS	A	A	A	A	A	A	C	A	C			
Approach Vol, veh/h		936			1156			61				
Approach Delay, s/veh		1.4			1.8			30.4				
Approach LOS		A			A			C				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		52.3				52.3		7.7				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		28.5				28.5		22.5				
Max Q Clear Time (g_c+I1), s		4.0				5.3		3.4				
Green Ext Time (p_c), s		5.3				6.6		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			2.4									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	391	225	104	574	25	346	29	60	15	18	71
Future Volume (veh/h)	94	391	225	104	574	25	346	29	60	15	18	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	106	439	253	117	645	28	389	33	67	17	65	50
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	172	2365	953	148	2535	806	487	346	282	27	111	90
Arrive On Green	0.05	0.48	0.48	0.09	0.51	0.51	0.15	0.19	0.19	0.02	0.06	0.06
Sat Flow, veh/h	3338	4932	1522	1721	4932	1522	3338	1807	1472	1721	1807	1458
Grp Volume(v), veh/h	106	439	253	117	645	28	389	33	67	17	65	50
Grp Sat Flow(s),veh/h/ln	1669	1644	1522	1721	1644	1522	1669	1807	1472	1721	1807	1458
Q Serve(g_s), s	2.6	4.2	6.2	5.5	6.0	0.7	9.3	1.2	3.2	0.8	2.9	2.7
Cycle Q Clear(g_c), s	2.6	4.2	6.2	5.5	6.0	0.7	9.3	1.2	3.2	0.8	2.9	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	2365	953	148	2535	806	487	346	282	27	111	90
V/C Ratio(X)	0.62	0.19	0.27	0.79	0.25	0.03	0.80	0.10	0.24	0.63	0.58	0.56
Avail Cap(c_a), veh/h	519	2365	953	477	2535	806	1168	799	651	205	391	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	12.2	6.9	36.9	11.2	9.3	34.0	27.4	28.2	40.3	37.6	37.5
Incr Delay (d2), s/veh	1.3	0.2	0.7	3.6	0.2	0.1	1.2	0.2	0.6	8.7	1.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.3	2.0	2.3	1.9	0.2	3.8	0.5	1.2	0.4	1.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	12.4	7.6	40.5	11.4	9.4	35.2	27.5	28.7	49.0	39.4	39.5
LnGrp LOS	D	B	A	D	B	A	D	C	C	D	D	D
Approach Vol, veh/h		798			790			489			132	
Approach Delay, s/veh		14.5			15.7			33.8			40.7	
Approach LOS		B			B			C			D	

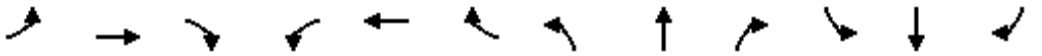
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	45.2	16.2	9.7	8.4	48.0	5.5	20.4
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	* 4.6	* 4.2	5.7	* 4.2	4.6
Max Green Setting (Gmax), s	* 23	32.3	* 29	* 18	* 13	42.3	* 9.8	36.4
Max Q Clear Time (g_c+I1), s	7.5	8.2	11.3	4.9	4.6	8.0	2.8	5.2
Green Ext Time (p_c), s	0.1	8.6	0.7	0.2	0.1	8.7	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	404	56	3	525	15	174	7	8	7	1	4
Future Volume (veh/h)	6	404	56	3	525	15	174	7	8	7	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	6	430	60	3	559	16	185	7	9	7	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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	21	2236	1114	6	2209	63	268	75	96	12	72	59
Arrive On Green	0.01	0.65	0.65	0.00	0.65	0.65	0.08	0.11	0.11	0.01	0.04	0.04
Sat Flow, veh/h	3338	3433	1521	1721	3406	97	3338	692	889	1721	1807	1472
Grp Volume(v), veh/h	6	430	60	3	281	294	185	0	16	7	3	2
Grp Sat Flow(s),veh/h/ln	1669	1716	1521	1721	1716	1787	1669	0	1581	1721	1807	1472
Q Serve(g_s), s	0.1	4.2	0.9	0.1	5.8	5.8	4.5	0.0	0.8	0.3	0.1	0.1
Cycle Q Clear(g_c), s	0.1	4.2	0.9	0.1	5.8	5.8	4.5	0.0	0.8	0.3	0.1	0.1
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	21	2236	1114	6	1113	1159	268	0	171	12	72	59
V/C Ratio(X)	0.29	0.19	0.05	0.54	0.25	0.25	0.69	0.00	0.09	0.57	0.04	0.03
Avail Cap(c_a), veh/h	351	2236	1114	181	1113	1159	911	0	537	194	342	278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	5.8	3.1	41.6	6.2	6.2	37.4	0.0	33.6	41.4	38.6	38.6
Incr Delay (d2), s/veh	2.8	0.2	0.1	27.2	0.5	0.5	1.2	0.0	0.3	14.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	0.3	0.1	1.6	1.7	1.9	0.0	0.3	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	6.0	3.2	68.8	6.7	6.7	38.6	0.0	33.9	55.6	38.7	38.6
LnGrp LOS	D	A	A	E	A	A	D	A	C	E	D	D
Approach Vol, veh/h		496			578			201			12	
Approach Delay, s/veh		6.1			7.0			38.2			48.5	
Approach LOS		A			A			D			D	

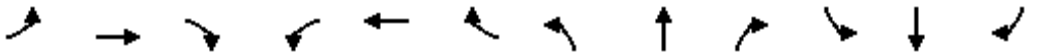
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	60.3	10.9	7.9	4.7	60.0	5.2	13.7
Change Period (Y+Rc), s	* 4.2	* 5.8	* 4.2	* 4.6	* 4.2	5.8	4.6	4.6
Max Green Setting (Gmax), s	* 8.8	* 54	* 23	* 16	* 8.8	54.2	9.4	28.4
Max Q Clear Time (g_c+I1), s	2.1	6.2	6.5	2.1	2.1	7.8	2.3	2.8
Green Ext Time (p_c), s	0.0	6.1	0.3	0.0	0.0	7.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



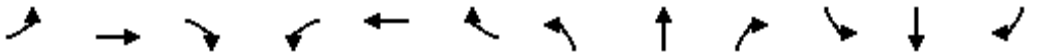
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	167	63	1	244	52	132	109	1	34	111	167
Future Volume (veh/h)	189	167	63	1	244	52	132	109	1	34	111	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	215	190	72	1	277	59	150	124	1	39	126	190
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	286	1327	484	2	1287	269	215	1124	9	48	919	281
Arrive On Green	0.09	0.54	0.54	0.00	0.46	0.46	0.06	0.22	0.22	0.03	0.19	0.19
Sat Flow, veh/h	3338	2447	892	1721	2812	588	3338	5045	41	1721	4932	1506
Grp Volume(v), veh/h	215	131	131	1	167	169	150	81	44	39	126	190
Grp Sat Flow(s),veh/h/ln	1669	1716	1623	1721	1716	1684	1669	1644	1797	1721	1644	1506
Q Serve(g_s), s	6.1	3.6	3.9	0.1	5.6	5.8	4.2	1.9	1.9	2.2	2.1	11.3
Cycle Q Clear(g_c), s	6.1	3.6	3.9	0.1	5.6	5.8	4.2	1.9	1.9	2.2	2.1	11.3
Prop In Lane	1.00		0.55	1.00		0.35	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	286	930	880	2	785	771	215	733	400	48	919	281
V/C Ratio(X)	0.75	0.14	0.15	0.53	0.21	0.22	0.70	0.11	0.11	0.81	0.14	0.68
Avail Cap(c_a), veh/h	479	930	880	72	785	771	375	1273	695	124	1709	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	10.9	11.0	48.0	15.7	15.7	44.0	29.8	29.8	46.5	32.7	36.4
Incr Delay (d2), s/veh	1.5	0.3	0.4	65.8	0.6	0.7	1.5	0.1	0.3	11.1	0.1	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.4	1.5	0.1	2.1	2.1	1.7	0.7	0.8	1.0	0.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	11.2	11.3	113.8	16.3	16.4	45.6	29.9	30.0	57.5	32.8	42.4
LnGrp LOS	D	B	B	F	B	B	D	C	C	E	C	D
Approach Vol, veh/h		477			337			275			355	
Approach Delay, s/veh		26.2			16.6			38.5			40.6	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.3	57.8	10.4	23.6	12.4	49.7	6.9	27.1
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	5.7	* 4.2	* 5.7	* 4.2	5.7
Max Green Setting (Gmax), s	* 4	52.1	* 11	33.3	* 14	* 43	* 6.9	37.2
Max Q Clear Time (g_c+I1), s	2.1	5.9	6.2	13.3	8.1	7.8	4.2	3.9
Green Ext Time (p_c), s	0.0	3.5	0.1	2.6	0.2	1.0	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	589	1558	269	32	946	207	302	105	70	116	113	582
Future Volume (veh/h)	589	1558	269	32	946	207	302	105	70	116	113	582
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	633	1675	289	34	1017	223	325	113	75	125	0	707
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	662	2426	419	73	1417	306	354	284	188	148	0	800
Arrive On Green	0.20	0.45	0.45	0.02	0.28	0.28	0.11	0.28	0.28	0.09	0.00	0.26
Sat Flow, veh/h	3338	5352	923	3338	5123	1105	3338	1000	663	1721	0	3027
Grp Volume(v), veh/h	633	1459	505	34	924	316	325	0	188	125	0	707
Grp Sat Flow(s),veh/h/ln	1669	1554	1614	1669	1554	1567	1669	0	1663	1721	0	1514
Q Serve(g_s), s	24.4	32.4	32.4	1.3	23.2	23.8	12.5	0.0	11.9	9.3	0.0	29.1
Cycle Q Clear(g_c), s	24.4	32.4	32.4	1.3	23.2	23.8	12.5	0.0	11.9	9.3	0.0	29.1
Prop In Lane	1.00		0.57	1.00		0.71	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	662	2113	732	73	1289	433	354	0	472	148	0	800
V/C Ratio(X)	0.96	0.69	0.69	0.47	0.72	0.73	0.92	0.00	0.40	0.84	0.00	0.88
Avail Cap(c_a), veh/h	662	2113	732	103	1289	433	354	0	544	171	0	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	28.3	28.3	62.8	42.4	42.6	57.5	0.0	37.6	58.5	0.0	45.9
Incr Delay (d2), s/veh	24.2	1.9	5.3	1.5	2.9	8.9	27.5	0.0	0.4	24.5	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	11.7	12.8	0.6	8.9	9.9	6.5	0.0	4.7	4.9	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.8	30.1	33.6	64.3	45.4	51.5	85.0	0.0	38.0	83.1	0.0	54.3
LnGrp LOS	E	C	C	E	D	D	F	A	D	F	A	D
Approach Vol, veh/h		2597			1274			513			832	
Approach Delay, s/veh		41.9			47.4			67.8			58.6	
Approach LOS		D			D			E			E	

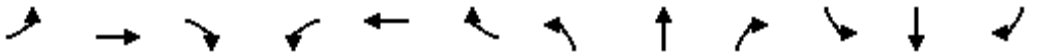
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	65.5	18.0	39.4	30.0	42.6	15.4	42.0
Change Period (Y+Rc), s	* 4.2	* 6.6	* 4.2	5.1	* 4.2	6.6	* 4.2	* 5.1
Max Green Setting (Gmax), s	* 4	* 51	* 14	41.1	* 26	29.2	* 13	* 43
Max Q Clear Time (g_c+I1), s	3.3	34.4	14.5	31.1	26.4	25.8	11.3	13.9
Green Ext Time (p_c), s	0.0	15.2	0.0	1.8	0.0	2.9	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



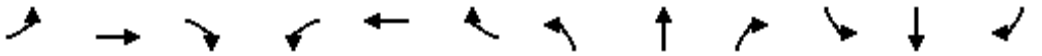
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	907	326	218	606	112	346	510	130	211	799	253
Future Volume (veh/h)	364	907	326	218	606	112	346	510	130	211	799	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	391	975	351	234	652	120	372	548	140	227	859	272
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	432	1979	610	281	1756	541	413	1409	562	274	1205	982
Arrive On Green	0.13	0.40	0.40	0.08	0.36	0.36	0.12	0.29	0.29	0.08	0.24	0.24
Sat Flow, veh/h	3338	4932	1520	3338	4932	1518	3338	4932	1515	3338	4932	2590
Grp Volume(v), veh/h	391	975	351	234	652	120	372	548	140	227	859	272
Grp Sat Flow(s),veh/h/ln	1669	1644	1520	1669	1644	1518	1669	1644	1515	1669	1644	1295
Q Serve(g_s), s	16.6	21.2	25.9	9.9	14.1	8.0	15.8	12.9	9.2	9.6	22.9	10.6
Cycle Q Clear(g_c), s	16.6	21.2	25.9	9.9	14.1	8.0	15.8	12.9	9.2	9.6	22.9	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	1979	610	281	1756	541	413	1409	562	274	1205	982
V/C Ratio(X)	0.90	0.49	0.58	0.83	0.37	0.22	0.90	0.39	0.25	0.83	0.71	0.28
Avail Cap(c_a), veh/h	436	1979	610	366	1756	541	413	1603	621	362	1541	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	32.2	33.6	64.9	34.4	32.4	62.2	41.3	31.5	65.1	49.8	31.5
Incr Delay (d2), s/veh	14.8	0.5	2.4	10.9	0.6	0.9	18.7	0.1	0.2	10.4	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	8.3	9.6	4.6	5.6	3.0	7.6	5.1	3.3	4.4	9.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	32.7	36.0	75.8	35.0	33.4	81.0	41.5	31.7	75.4	50.9	31.7
LnGrp LOS	E	C	D	E	D	C	F	D	C	E	D	C
Approach Vol, veh/h		1717			1006			1060			1358	
Approach Delay, s/veh		43.4			44.3			54.0			51.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	64.3	22.0	41.4	22.9	57.8	16.0	47.3
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	* 6.2	* 4.2	6.5	* 4.2	6.2
Max Green Setting (Gmax), s	* 16	44.7	* 18	* 45	* 19	41.7	* 16	46.8
Max Q Clear Time (g_c+I1), s	11.9	27.9	17.8	24.9	18.6	16.1	11.6	14.9
Green Ext Time (p_c), s	0.2	12.8	0.0	6.7	0.0	10.9	0.2	4.2

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	22	24	10	21	55	32	715	13	153	885	220
Future Volume (veh/h)	210	22	24	10	21	55	32	715	13	153	885	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	1.00		0.93	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	257	0	27	11	24	62	36	812	15	174	1006	250
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	509	0	216	205	52	135	50	1665	31	213	2119	650
Arrive On Green	0.15	0.00	0.15	0.12	0.12	0.12	0.03	0.33	0.33	0.12	0.43	0.43
Sat Flow, veh/h	3441	0	1460	1721	438	1131	1721	4979	92	1721	4932	1513
Grp Volume(v), veh/h	257	0	27	11	0	86	36	536	291	174	1006	250
Grp Sat Flow(s),veh/h/ln	1721	0	1460	1721	0	1569	1721	1644	1783	1721	1644	1513
Q Serve(g_s), s	4.8	0.0	1.1	0.4	0.0	3.6	1.4	9.0	9.0	6.9	10.2	7.9
Cycle Q Clear(g_c), s	4.8	0.0	1.1	0.4	0.0	3.6	1.4	9.0	9.0	6.9	10.2	7.9
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	509	0	216	205	0	187	50	1100	596	213	2119	650
V/C Ratio(X)	0.50	0.00	0.13	0.05	0.00	0.46	0.73	0.49	0.49	0.82	0.47	0.38
Avail Cap(c_a), veh/h	1830	0	776	989	0	902	99	1100	596	316	2119	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	25.7	27.2	0.0	28.6	33.5	18.4	18.4	29.7	14.2	13.6
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.0	0.0	0.7	7.3	1.5	2.8	6.0	0.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.4	0.2	0.0	1.3	0.7	3.1	3.6	2.9	3.2	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	25.9	27.2	0.0	29.2	40.8	20.0	21.3	35.7	15.0	15.3
LnGrp LOS	C	A	C	C	A	C	D	B	C	D	B	B
Approach Vol, veh/h		284			97			863			1430	
Approach Delay, s/veh		27.7			29.0			21.3			17.6	
Approach LOS		C			C			C			B	

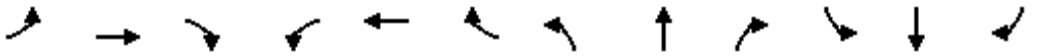
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	29.0		14.9	6.2	35.6		12.9				
Change Period (Y+Rc), s	* 4.2	5.7		4.6	* 4.2	5.7		4.6				
Max Green Setting (Gmax), s	* 13	21.1		37.0	* 4	29.9		40.0				
Max Q Clear Time (g_c+I1), s	8.9	11.0		6.8	3.4	12.2		5.6				
Green Ext Time (p_c), s	0.1	5.4		0.8	0.0	11.3		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		20.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



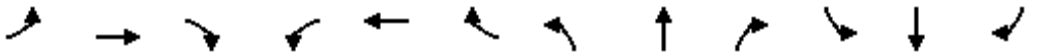
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1301	17	0	1299	55	0	0	0	367	0	150
Future Volume (veh/h)	0	1301	17	0	1299	55	0	0	0	367	0	150
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807				1807	1807	1807
Adj Flow Rate, veh/h	0	1606	21	0	1604	68				319	188	185
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81				0.81	0.81	0.81
Percent Heavy Veh, %	0	3	3	0	3	3				3	3	3
Cap, veh/h	0	2830	874	0	2830	1294				475	231	227
Arrive On Green	0.00	0.57	0.57	0.00	0.57	0.57				0.28	0.28	0.28
Sat Flow, veh/h	0	5095	1523	0	5095	1518				1721	836	823
Grp Volume(v), veh/h	0	1606	21	0	1604	68				319	0	373
Grp Sat Flow(s),veh/h/ln	0	1644	1523	0	1644	1518				1721	0	1659
Q Serve(g_s), s	0.0	12.3	0.4	0.0	12.3	0.4				9.9	0.0	12.6
Cycle Q Clear(g_c), s	0.0	12.3	0.4	0.0	12.3	0.4				9.9	0.0	12.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		0.50
Lane Grp Cap(c), veh/h	0	2830	874	0	2830	1294				475	0	458
V/C Ratio(X)	0.00	0.57	0.02	0.00	0.57	0.05				0.67	0.00	0.81
Avail Cap(c_a), veh/h	0	2830	874	0	2830	1294				645	0	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.1	5.5	0.0	8.1	0.7				19.3	0.0	20.3
Incr Delay (d2), s/veh	0.0	0.8	0.1	0.0	0.8	0.1				1.7	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	0.1	0.0	2.8	0.3				3.5	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.9	5.6	0.0	8.9	0.8				20.9	0.0	26.3
LnGrp LOS	A	A	A	A	A	A				C	A	C
Approach Vol, veh/h		1627			1672						692	
Approach Delay, s/veh		8.9			8.6						23.8	
Approach LOS		A			A						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		38.9		21.1		38.9						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		28.5		22.5		28.5						
Max Q Clear Time (g_c+I1), s		14.3		14.6		14.3						
Green Ext Time (p_c), s		8.6		2.0		8.8						

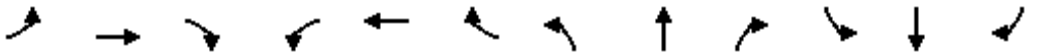
Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱	↰		↱			
Traffic Volume (veh/h)	0	1555	113	0	1313	238	42	0	141	0	0	0
Future Volume (veh/h)	0	1555	113	0	1313	238	42	0	141	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807	1807	0	1807			
Adj Flow Rate, veh/h	0	1690	123	0	1427	259	46	0	153			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	3	0	3	3	3	0	3			
Cap, veh/h	0	3544	1294	0	3544	1092	226	0	201			
Arrive On Green	0.00	0.72	0.72	0.00	0.72	0.72	0.13	0.00	0.13			
Sat Flow, veh/h	0	5095	1520	0	5095	1520	1721	0	1531			
Grp Volume(v), veh/h	0	1690	123	0	1427	259	46	0	153			
Grp Sat Flow(s),veh/h/ln	0	1644	1520	0	1644	1520	1721	0	1531			
Q Serve(g_s), s	0.0	8.8	0.8	0.0	6.9	3.5	1.4	0.0	5.8			
Cycle Q Clear(g_c), s	0.0	8.8	0.8	0.0	6.9	3.5	1.4	0.0	5.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3544	1294	0	3544	1092	226	0	201			
V/C Ratio(X)	0.00	0.48	0.10	0.00	0.40	0.24	0.20	0.00	0.76			
Avail Cap(c_a), veh/h	0	3544	1294	0	3544	1092	531	0	472			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	3.6	0.7	0.0	3.3	2.9	23.3	0.0	25.1			
Incr Delay (d2), s/veh	0.0	0.5	0.1	0.0	0.3	0.5	0.4	0.0	5.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.2	0.0	0.7	0.4	0.5	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.1	0.9	0.0	3.7	3.4	23.7	0.0	30.9			
LnGrp LOS	A	A	A	A	A	A	C	A	C			
Approach Vol, veh/h		1813			1686			199				
Approach Delay, s/veh		3.9			3.6			29.3				
Approach LOS		A			A			C				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		47.6				47.6		12.4				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		32.5				32.5		18.5				
Max Q Clear Time (g_c+I1), s		10.8				8.9		7.8				
Green Ext Time (p_c), s		12.4				11.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			5.1									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	948	413	174	759	53	388	80	172	63	81	280
Future Volume (veh/h)	293	948	413	174	759	53	388	80	172	63	81	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	329	1065	464	196	853	60	436	90	193	71	259	203
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	397	1814	792	227	1878	659	508	482	396	90	302	249
Arrive On Green	0.12	0.37	0.37	0.13	0.38	0.38	0.15	0.27	0.27	0.05	0.17	0.17
Sat Flow, veh/h	3338	4932	1519	1721	4932	1519	3338	1807	1483	1721	1807	1492
Grp Volume(v), veh/h	329	1065	464	196	853	60	436	90	193	71	259	203
Grp Sat Flow(s),veh/h/ln	1669	1644	1519	1721	1644	1519	1669	1807	1483	1721	1807	1492
Q Serve(g_s), s	9.9	18.0	21.8	11.5	13.4	2.4	13.1	4.0	11.3	4.2	14.4	13.5
Cycle Q Clear(g_c), s	9.9	18.0	21.8	11.5	13.4	2.4	13.1	4.0	11.3	4.2	14.4	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	397	1814	792	227	1878	659	508	482	396	90	302	249
V/C Ratio(X)	0.83	0.59	0.59	0.86	0.45	0.09	0.86	0.19	0.49	0.79	0.86	0.82
Avail Cap(c_a), veh/h	582	1814	792	363	1878	659	705	599	492	163	396	327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	26.3	17.1	43.9	23.9	17.3	42.7	29.2	31.9	48.3	41.8	41.5
Incr Delay (d2), s/veh	4.2	1.4	3.2	6.9	0.8	0.3	5.8	0.2	1.2	5.6	11.3	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.7	8.1	5.1	4.9	0.9	5.8	1.8	4.2	2.0	7.4	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	27.7	20.3	50.7	24.7	17.5	48.5	29.5	33.1	53.9	53.1	50.2
LnGrp LOS	D	C	C	D	C	B	D	C	C	D	D	D
Approach Vol, veh/h		1858			1109			719			533	
Approach Delay, s/veh		29.6			28.9			42.0			52.1	
Approach LOS		C			C			D			D	

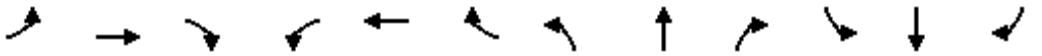
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	43.7	19.9	21.8	16.5	45.0	9.6	32.1
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	* 4.6	* 4.2	5.7	* 4.2	4.6
Max Green Setting (Gmax), s	* 22	35.5	* 22	* 23	* 18	39.3	* 9.8	34.2
Max Q Clear Time (g_c+I1), s	13.5	23.8	15.1	16.4	11.9	15.4	6.2	13.3
Green Ext Time (p_c), s	0.2	9.9	0.6	0.8	0.3	10.4	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	869	151	49	724	155	92	25	31	116	48	185
Future Volume (veh/h)	143	869	151	49	724	155	92	25	31	116	48	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.94	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	152	924	161	52	770	165	98	27	33	123	160	124
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	221	1922	922	66	1488	319	157	72	88	153	267	220
Arrive On Green	0.07	0.56	0.56	0.04	0.53	0.53	0.05	0.10	0.10	0.09	0.15	0.15
Sat Flow, veh/h	3338	3433	1519	1721	2798	600	3338	712	870	1721	1807	1490
Grp Volume(v), veh/h	152	924	161	52	472	463	98	0	60	123	160	124
Grp Sat Flow(s),veh/h/ln	1669	1716	1519	1721	1716	1681	1669	0	1582	1721	1807	1490
Q Serve(g_s), s	4.0	14.7	4.2	2.7	16.1	16.1	2.6	0.0	3.2	6.4	7.5	7.0
Cycle Q Clear(g_c), s	4.0	14.7	4.2	2.7	16.1	16.1	2.6	0.0	3.2	6.4	7.5	7.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	221	1922	922	66	913	894	157	0	160	153	267	220
V/C Ratio(X)	0.69	0.48	0.17	0.79	0.52	0.52	0.63	0.00	0.37	0.80	0.60	0.56
Avail Cap(c_a), veh/h	398	1922	922	186	913	894	287	0	443	311	694	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	12.0	7.8	43.2	13.7	13.7	42.4	0.0	38.1	40.5	36.1	35.9
Incr Delay (d2), s/veh	1.4	0.9	0.4	7.8	2.1	2.1	1.5	0.0	1.9	3.7	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.8	1.4	1.2	5.7	5.6	1.1	0.0	1.3	2.8	3.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	12.9	8.2	51.0	15.8	15.8	43.9	0.0	40.0	44.2	36.9	36.8
LnGrp LOS	D	B	A	D	B	B	D	A	D	D	D	D
Approach Vol, veh/h		1237			987			158			407	
Approach Delay, s/veh		16.0			17.7			42.4			39.1	
Approach LOS		B			B			D			D	

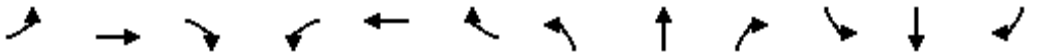
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	56.5	8.5	18.0	10.2	54.0	12.7	13.8
Change Period (Y+Rc), s	* 4.2	* 5.8	* 4.2	* 4.6	* 4.2	5.8	4.6	4.6
Max Green Setting (Gmax), s	* 9.8	* 49	* 7.8	* 35	* 11	48.2	16.4	25.4
Max Q Clear Time (g_c+I1), s	4.7	16.7	4.6	9.5	6.0	18.1	8.4	5.2
Green Ext Time (p_c), s	0.0	14.5	0.0	0.8	0.1	12.0	0.1	0.3

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

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	487	157	1	271	153	238	253	4	207	273	419
Future Volume (veh/h)	372	487	157	1	271	153	238	253	4	207	273	419
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	423	553	178	1	308	174	270	288	5	235	310	476
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	467	1093	350	2	616	338	312	1428	25	257	1687	519
Arrive On Green	0.14	0.43	0.43	0.00	0.29	0.29	0.09	0.29	0.29	0.15	0.34	0.34
Sat Flow, veh/h	3338	2539	814	1721	2113	1160	3338	4989	86	1721	4932	1518
Grp Volume(v), veh/h	423	373	358	1	248	234	270	189	104	235	310	476
Grp Sat Flow(s),veh/h/ln	1669	1716	1637	1721	1716	1556	1669	1644	1787	1721	1644	1518
Q Serve(g_s), s	18.6	23.6	23.7	0.1	17.9	18.6	11.9	6.5	6.5	20.0	6.6	44.8
Cycle Q Clear(g_c), s	18.6	23.6	23.7	0.1	17.9	18.6	11.9	6.5	6.5	20.0	6.6	44.8
Prop In Lane	1.00		0.50	1.00		0.75	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	467	739	704	2	500	454	312	941	511	257	1687	519
V/C Ratio(X)	0.91	0.51	0.51	0.53	0.50	0.51	0.86	0.20	0.20	0.91	0.18	0.92
Avail Cap(c_a), veh/h	511	739	704	46	500	454	332	941	511	370	1832	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	30.9	30.9	74.3	43.7	44.0	66.5	40.2	40.3	62.4	34.4	47.0
Incr Delay (d2), s/veh	17.8	2.5	2.6	67.0	3.5	4.1	18.5	0.2	0.4	17.0	0.1	20.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	10.5	10.1	0.1	7.9	7.5	5.8	2.6	2.9	9.8	2.6	19.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	33.3	33.5	141.3	47.2	48.1	85.1	40.5	40.7	79.4	34.5	67.5
LnGrp LOS	F	C	C	F	D	D	F	D	D	E	C	E
Approach Vol, veh/h		1154			483			563			1021	
Approach Delay, s/veh		50.8			47.8			61.9			60.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.4	69.8	18.1	56.6	25.0	49.1	26.4	48.3
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	5.7	* 4.2	* 5.7	* 4.2	5.7
Max Green Setting (Gmax), s	* 4	61.1	* 15	55.3	* 23	* 43	* 32	38.1
Max Q Clear Time (g_c+I1), s	2.1	25.7	13.9	46.8	20.6	20.6	22.0	8.5
Green Ext Time (p_c), s	0.0	11.0	0.1	4.2	0.2	1.6	0.2	3.1

Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX E

SANDAG (NOT SO) BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION, APRIL 2022

(NOT SO)

BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION

APRIL 2002

401 B Street, Suite 800
San Diego, California 92101
(619) 699-1900 • Fax (619) 699-1950

NOTE: This listing only represents a ***guide*** of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. ***Always check with local jurisdictions for their preferred or applicable rates.***

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
AGRICULTURE (Open Space)	[80:18:2]	2/acre**					10.8
AIRPORT	[78:20:2]						12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft.* **	5%	(6:4)	6%	(5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft* **	9%	(7:3)	15%	(5:5)	
Heliports		100/acre**					
AUTOMOBILE[S]							
Car Wash							
Automatic		900/site, 600/acre**	4%	(5:5)	9%	(5:5)	
Self-serve		100/wash stall**	4%	(5:5)	8%	(5:5)	
Gasoline	[21:51:28]						2.8
with/Food Mart		160/vehicle fueling space**	7%	(5:5)	8%	(5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space**	8%	(5:5)	9%	(5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7%	(5:5)	9%	(5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall* **	5%	(7:3)	8%	(4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	8%	(7:3)	11%	(4:6)	
Auto Parts Sales		60/1000 sq. ft. **	4%		10%		
Quick Lube		40/service stall**	7%	(6:4)	10%	(5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7%	(6:4)	11%	(5:5)	
CEMETERY		5/acre*					
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5%	(6:4)	8%	(5:5)	5.1
COMMERCIAL/RETAIL[S]							
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3 + major stores)		35/1000 sq. ft.,[C] 400/acre*	4%	(7:3)	10%	(5:5)	
Regional Shopping Center (40-80acres, 400,000-800,000 sq. ft., w/usually 2 + major stores)	[54:35:11]	50/1000 sq. ft.,[C] 500/acre*	4%	(7:3)	9%	(5:5)	5.2
Community Shopping Center (15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)	[47:31:22]	80/1000 sq. ft., 700/acre* **	4%	(6:4)	10%	(5:5)	3.6
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre* **	4%	(6:4)	10%	(5:5)	
Commercial Shops	[45:40:15]						
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3%	(6:4)	9%	(5:5)	4.3
Electronics Superstore		50/1000 sq. ft**			10%	(5:5)	
Factory Outlet		40/1000 sq. ft.**	3%	(7:3)	9%	(5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4%	(7:3)	10%	(5:5)	
Drugstore		90/1000 sq. ft.**	4%	(6:4)	10%	(5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8%	(5:5)	8%	(5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9%	(5:5)	7%	(5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6%	(5:5)	7%	(5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	1%	(7:3)	9%	(5.5)	
Discount Store		60/1000 sq. ft., 600/acre**	3%	(6:4)	8%	(5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4%	(7:3)	9%	(5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7%	(6:4)	9%	(5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5%	(6:4)	8%	(5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2%	(6:4)	9%	(5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3%	(6:4)	10%	(5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only) 5/dwelling unit, 200/acre* (residential only)	3% 9%	(6:4) (3:7)	9% 13%	(5:5) (6:4)	
EDUCATION							
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10%	(8:2)	9%	(3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12%	(8:2)	9%	(6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20%	(7:3)	10%	(4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30%	(6:4)	9%	(4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32%	(6:4)	9%	(4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17%	(5:5)	18%	(5:5)	3.7
FINANCIAL[S]	[35:42:23]						3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4%	(7:3)	8%	(4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5%	(6:4)	10%	(5:5)	
Drive-Through only		250 (125 one-way)/lane*	3%	(5:5)	13%	(5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%		9%		
Drive-Through only		100 (50 one-way)/lane**	4%		15%		
HOSPITAL	[73:25:2]						8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8%	(7:3)	10%	(4:6)	
Convalescent/Nursing		3/bed**	7%	(6:4)	7%	(4:6)	
INDUSTRIAL							
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12%	(8:2)	12%	(2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11%	(9:1)	12%	(2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14%	(8:2)	15%	(3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19%	(9:1)	20%	(2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13%	(7:3)	15%	(4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6%	(5:5)	9%	(5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16%	(9:1)	14%	(1:9)	
Landfill & Recycling Center		6/acre	11%	(5:5)	10%	(4:6)	

(OVER)

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office (less than 100,000 sq. ft.)	[77:19:4]	20/1000 sq. ft.,[O] 300/acre*	14%	(9:1)	13%	(2:8)	8.8
Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 6 + stories)	[82:15:3]	17/1000 sq. ft.,[O] 600/acre*	13%	(9:1)	14%	(2:8)	10.0
Office Park (400,000 + sq. ft.)		12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000 sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]		4%		8%		5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13%	(5:5)	9%	(5:5)	
Regional (developed)		20/acre*					
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.6 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural (average 1-2 DU/acre)		12/dwelling unit*[R]	8%	(3:7)	10%	(7:3)	
Single Family Detached (average 3-6 DU/acre)		10/dwelling unit*[R]	8%	(3:7)	10%	(7:3)	
Condominium (or any multi-family 6-20 DU/acre)		8/dwelling unit*[R]	8%	(2:8)	10%	(7:3)	
Apartment (or any multi-family units more than 20 DU/acre)		6/dwelling unit*[R]	8%	(2:8)	9%	(7:3)	
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	5%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT[S]	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, $2^{1/2}$/parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)* **	14%	(7:3)	15%	(3:7)	

* Primary source: *San Diego Traffic Generators.*

* Other sources: *ITE Trip Generation Report [6th Edition]*, Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

[P] Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG *Analysis of Trip Diversion*, revised November, 1990):
PRIMARY - one trip directly between origin and primary destination.
DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.
PASS-BY - undiverted or diverted < 1 mile.

[L] Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

[C] Fitted curve equation: $Ln(T) = 0.502\ Ln(x) + 6.945$
[O] Fitted curve equation: $Ln(T) = 0.756\ Ln(x) + 3.950$
T = total trips, x = 1,000 sq. ft.

[R] Fitted curve equation: $t = -2.169\ Ln(d) + 12.85$ t = trips/DU, d = density (DU/acre), DU = dwelling unit

[S] Suggested PASS-BY [undiverted or diverted < 1 mile] percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

[T] Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

APPENDIX E

TABLE 6.2 UNCONSTRAINED INTERNAL PERSON TRIP CAPTURE RATES FOR TRIP DESTINATIONS WITHIN A MIXED-USE DEVELOPMENT FROM ITE TRIP GENERATION

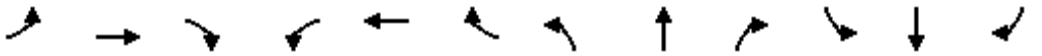
Table 6.2 Unconstrained Internal Person Trip Capture Rates for Trip Destinations within a Mixed-Use Development

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

APPENDIX F

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS – EXISTING + RESIDENTIAL



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	877	147	20	1289	160	252	27	40	42	21	295
Future Volume (veh/h)	265	877	147	20	1289	160	252	27	40	42	21	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	285	943	158	22	1386	172	271	29	43	45	0	332
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	333	3313	546	54	2985	369	250	126	187	57	0	466
Arrive On Green	0.10	0.61	0.61	0.03	1.00	1.00	0.08	0.20	0.20	0.03	0.00	0.16
Sat Flow, veh/h	3338	5397	889	3338	5628	697	3338	641	950	1721	0	3003
Grp Volume(v), veh/h	285	812	289	22	1147	411	271	0	72	45	0	332
Grp Sat Flow(s),veh/h/ln	1669	1554	1625	1669	1554	1663	1669	0	1591	1721	0	1502
Q Serve(g_s), s	12.1	11.7	12.0	0.9	0.0	0.0	10.8	0.0	5.5	3.7	0.0	15.1
Cycle Q Clear(g_c), s	12.1	11.7	12.0	0.9	0.0	0.0	10.8	0.0	5.5	3.7	0.0	15.1
Prop In Lane	1.00		0.55	1.00		0.42	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	333	2861	997	54	2472	882	250	0	313	57	0	466
V/C Ratio(X)	0.86	0.28	0.29	0.41	0.46	0.47	1.08	0.00	0.23	0.78	0.00	0.71
Avail Cap(c_a), veh/h	459	2861	997	505	2472	882	250	0	491	117	0	895
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.8	13.0	13.1	69.0	0.0	0.0	66.6	0.0	48.6	69.1	0.0	57.8
Incr Delay (d2), s/veh	8.6	0.2	0.7	1.6	0.6	1.6	80.6	0.0	0.3	8.5	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	3.9	4.3	0.4	0.1	0.4	7.3	0.0	2.2	1.7	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	13.3	13.8	70.6	0.6	1.6	147.2	0.0	48.9	77.5	0.0	59.4
LnGrp LOS	E	B	B	E	A	A	F	A	D	E	A	E
Approach Vol, veh/h		1386			1580			343			377	
Approach Delay, s/veh		25.5			1.8			126.5			61.6	
Approach LOS		C			A			F			E	

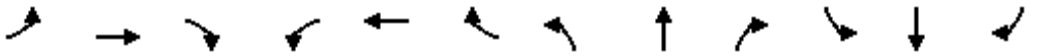
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	95.0	15.0	27.5	18.6	83.0	9.0	33.5
Change Period (Y+Rc), s	* 4.2	* 6.6	* 4.2	5.1	* 4.2	6.6	* 4.2	* 5.1
Max Green Setting (Gmax), s	* 22	* 49	* 11	42.9	* 20	50.4	* 9.8	* 44
Max Q Clear Time (g_c+I1), s	2.9	14.0	12.8	17.1	14.1	2.0	5.7	7.5
Green Ext Time (p_c), s	0.0	17.2	0.0	1.0	0.3	31.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



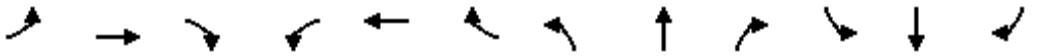
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	410	126	95	965	63	169	212	56	74	148	201
Future Volume (veh/h)	162	410	126	95	965	63	169	212	56	74	148	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	174	441	135	102	1038	68	182	228	60	80	159	216
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	223	2888	892	146	2774	856	230	927	350	121	767	577
Arrive On Green	0.02	0.19	0.19	0.04	0.56	0.56	0.07	0.19	0.19	0.04	0.16	0.16
Sat Flow, veh/h	3338	4932	1523	3338	4932	1523	3338	4932	1507	3338	4932	2549
Grp Volume(v), veh/h	174	441	135	102	1038	68	182	228	60	80	159	216
Grp Sat Flow(s),veh/h/ln	1669	1644	1523	1669	1644	1523	1669	1644	1507	1669	1644	1275
Q Serve(g_s), s	7.5	10.7	10.6	4.3	16.8	2.9	7.7	5.7	4.6	3.4	4.1	10.4
Cycle Q Clear(g_c), s	7.5	10.7	10.6	4.3	16.8	2.9	7.7	5.7	4.6	3.4	4.1	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	2888	892	146	2774	856	230	927	350	121	767	577
V/C Ratio(X)	0.78	0.15	0.15	0.70	0.37	0.08	0.79	0.25	0.17	0.66	0.21	0.37
Avail Cap(c_a), veh/h	343	2888	892	227	2774	856	343	1740	598	204	1548	980
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	28.4	28.4	67.9	17.5	14.4	66.0	49.8	44.3	68.5	53.1	47.6
Incr Delay (d2), s/veh	4.5	0.1	0.3	4.5	0.4	0.2	6.0	0.1	0.2	4.5	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	4.5	4.1	1.9	6.1	1.0	3.4	2.3	1.7	1.5	1.7	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.9	28.5	28.7	72.4	17.9	14.6	72.0	49.9	44.5	73.0	53.2	48.0
LnGrp LOS	E	C	C	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		750			1208			470			455	
Approach Delay, s/veh		39.1			22.3			57.8			54.2	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	90.8	14.1	28.6	13.8	87.5	9.4	33.3
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	* 6.2	* 4.2	6.5	* 4.2	6.2
Max Green Setting (Gmax), s	* 9.8	53.5	* 15	* 45	* 15	48.5	* 8.8	50.8
Max Q Clear Time (g_c+I1), s	6.3	12.7	9.7	12.4	9.5	18.8	5.4	7.7
Green Ext Time (p_c), s	0.1	9.2	0.2	1.9	0.2	17.5	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	6	1	11	6	55	3	344	4	29	323	46
Future Volume (veh/h)	47	6	1	11	6	55	3	344	4	29	323	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.97	1.00		0.94	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	58	0	1	12	7	62	3	391	5	33	367	52
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	400	0	168	188	17	149	6	2199	28	48	2285	702
Arrive On Green	0.12	0.00	0.12	0.11	0.11	0.11	0.00	0.44	0.44	0.03	0.46	0.46
Sat Flow, veh/h	3441	0	1446	1721	154	1362	1721	5015	64	1721	4932	1515
Grp Volume(v), veh/h	58	0	1	12	0	69	3	256	140	33	367	52
Grp Sat Flow(s),veh/h/ln	1721	0	1446	1721	0	1516	1721	1644	1791	1721	1644	1515
Q Serve(g_s), s	0.9	0.0	0.0	0.4	0.0	2.6	0.1	2.9	3.0	1.2	2.7	1.2
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.4	0.0	2.6	0.1	2.9	3.0	1.2	2.7	1.2
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	400	0	168	188	0	165	6	1442	785	48	2285	702
V/C Ratio(X)	0.15	0.00	0.01	0.06	0.00	0.42	0.54	0.18	0.18	0.69	0.16	0.07
Avail Cap(c_a), veh/h	2055	0	864	1122	0	989	133	1442	785	244	2285	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	24.2	24.8	0.0	25.8	30.8	10.6	10.6	29.8	9.6	9.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.6	26.5	0.3	0.5	6.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.2	0.0	0.9	0.1	0.9	1.0	0.5	0.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	24.2	24.8	0.0	26.4	57.4	10.9	11.1	36.1	9.8	9.4
LnGrp LOS	C	A	C	C	A	C	E	B	B	D	A	A
Approach Vol, veh/h		59			81			399			452	
Approach Delay, s/veh		24.7			26.2			11.3			11.7	
Approach LOS		C			C			B			B	

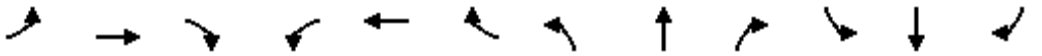
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	32.9		11.8	4.4	34.4		11.4				
Change Period (Y+Rc), s	* 4.2	5.7		4.6	* 4.2	5.7		4.6				
Max Green Setting (Gmax), s	* 8.8	24.7		37.0	* 4.8	28.7		40.4				
Max Q Clear Time (g_c+I1), s	3.2	5.0		2.9	2.1	4.7		4.6				
Green Ext Time (p_c), s	0.0	3.8		0.1	0.0	4.4		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		13.5	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



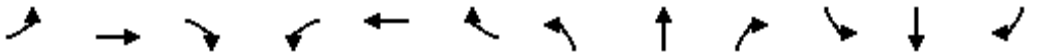
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	✣	
Traffic Volume (veh/h)	0	750	60	0	725	157	0	0	0	123	0	168
Future Volume (veh/h)	0	750	60	0	725	157	0	0	0	123	0	168
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807				1807	1807	1807
Adj Flow Rate, veh/h	0	926	74	0	895	194				152	0	207
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81				0.81	0.81	0.81
Percent Heavy Veh, %	0	3	3	0	3	3				3	3	3
Cap, veh/h	0	3346	1034	0	3346	1294				295	0	263
Arrive On Green	0.00	0.68	0.68	0.00	0.68	0.68				0.17	0.00	0.17
Sat Flow, veh/h	0	5095	1524	0	5095	1520				1721	0	1531
Grp Volume(v), veh/h	0	926	74	0	895	194				152	0	207
Grp Sat Flow(s),veh/h/ln	0	1644	1524	0	1644	1520				1721	0	1531
Q Serve(g_s), s	0.0	4.5	1.0	0.0	4.3	1.3				4.8	0.0	7.8
Cycle Q Clear(g_c), s	0.0	4.5	1.0	0.0	4.3	1.3				4.8	0.0	7.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3346	1034	0	3346	1294				295	0	263
V/C Ratio(X)	0.00	0.28	0.07	0.00	0.27	0.15				0.51	0.00	0.79
Avail Cap(c_a), veh/h	0	3346	1034	0	3346	1294				387	0	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	3.8	3.3	0.0	3.8	0.8				22.6	0.0	23.8
Incr Delay (d2), s/veh	0.0	0.2	0.1	0.0	0.2	0.2				1.4	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.2	0.0	0.6	0.4				1.8	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.0	3.4	0.0	4.0	1.0				24.0	0.0	32.5
LnGrp LOS	A	A	A	A	A	A				C	A	C
Approach Vol, veh/h		1000			1089						359	
Approach Delay, s/veh		4.0			3.5						28.9	
Approach LOS		A			A						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		45.2		14.8		45.2						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		37.5		13.5		37.5						
Max Q Clear Time (g_c+I1), s		6.5		9.8		6.3						
Green Ext Time (p_c), s		6.8		0.6		7.0						

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱	↰		↱			
Traffic Volume (veh/h)	0	662	211	0	861	300	22	0	46	0	0	0
Future Volume (veh/h)	0	662	211	0	861	300	22	0	46	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807	1807	0	1807			
Adj Flow Rate, veh/h	0	720	229	0	936	326	24	0	50			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	3	0	3	3	3	0	3			
Cap, veh/h	0	3901	1294	0	3901	1203	102	0	90			
Arrive On Green	0.00	0.79	0.79	0.00	0.79	0.79	0.06	0.00	0.06			
Sat Flow, veh/h	0	5095	1521	0	5095	1521	1721	0	1531			
Grp Volume(v), veh/h	0	720	229	0	936	326	24	0	50			
Grp Sat Flow(s),veh/h/ln	0	1644	1521	0	1644	1521	1721	0	1531			
Q Serve(g_s), s	0.0	2.1	1.6	0.0	2.9	3.4	0.8	0.0	1.9			
Cycle Q Clear(g_c), s	0.0	2.1	1.6	0.0	2.9	3.4	0.8	0.0	1.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3901	1294	0	3901	1203	102	0	90			
V/C Ratio(X)	0.00	0.18	0.18	0.00	0.24	0.27	0.24	0.00	0.55			
Avail Cap(c_a), veh/h	0	3901	1294	0	3901	1203	645	0	574			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	1.5	0.8	0.0	1.6	1.7	26.9	0.0	27.5			
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.0	0.1	0.6	1.2	0.0	5.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.1	0.2	0.3	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.6	1.1	0.0	1.8	2.2	28.1	0.0	32.6			
LnGrp LOS	A	A	A	A	A	A	C	A	C			
Approach Vol, veh/h		949			1262			74				
Approach Delay, s/veh		1.5			1.9			31.2				
Approach LOS		A			A			C				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		52.0				52.0		8.0				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		28.5				28.5		22.5				
Max Q Clear Time (g_c+I1), s		4.1				5.4		3.9				
Green Ext Time (p_c), s		5.4				7.4		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			2.7									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	395	225	104	590	25	346	29	60	15	18	152
Future Volume (veh/h)	114	395	225	104	590	25	346	29	60	15	18	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	128	444	253	117	663	28	389	33	67	17	0	184
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	198	2274	923	147	2404	765	484	392	321	27	0	259
Arrive On Green	0.06	0.46	0.46	0.09	0.49	0.49	0.14	0.22	0.22	0.02	0.00	0.09
Sat Flow, veh/h	3338	4932	1521	1721	4932	1522	3338	1807	1477	1721	0	2948
Grp Volume(v), veh/h	128	444	253	117	663	28	389	33	67	17	0	184
Grp Sat Flow(s),veh/h/ln	1669	1644	1521	1721	1644	1522	1669	1807	1477	1721	0	1474
Q Serve(g_s), s	3.2	4.5	6.7	5.7	6.7	0.8	9.6	1.2	3.2	0.8	0.0	5.1
Cycle Q Clear(g_c), s	3.2	4.5	6.7	5.7	6.7	0.8	9.6	1.2	3.2	0.8	0.0	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	2274	923	147	2404	765	484	392	321	27	0	259
V/C Ratio(X)	0.65	0.20	0.27	0.79	0.28	0.04	0.80	0.08	0.21	0.63	0.00	0.71
Avail Cap(c_a), veh/h	544	2274	923	443	2404	765	1134	776	634	199	0	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.0	13.5	7.9	38.0	12.9	10.7	35.1	26.5	27.2	41.5	0.0	37.6
Incr Delay (d2), s/veh	1.3	0.2	0.7	3.6	0.3	0.1	1.2	0.1	0.4	8.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.5	2.2	2.4	2.2	0.3	3.9	0.5	1.1	0.4	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	13.7	8.6	41.6	13.2	10.8	36.3	26.6	27.6	50.4	0.0	39.0
LnGrp LOS	D	B	A	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		825			808			489			201	
Approach Delay, s/veh		16.3			17.2			34.4			39.9	
Approach LOS		B			B			C			D	

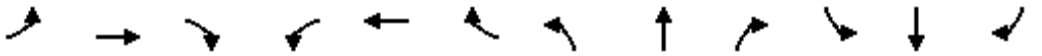
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.8	16.5	12.0	9.2	47.0	5.5	23.0
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	* 4.6	* 4.2	5.7	* 4.2	4.6
Max Green Setting (Gmax), s	* 22	33.3	* 29	* 18	* 14	41.3	* 9.8	36.4
Max Q Clear Time (g_c+I1), s	7.7	8.7	11.6	7.1	5.2	8.7	2.8	5.2
Green Ext Time (p_c), s	0.1	8.7	0.7	0.3	0.1	8.8	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	404	56	3	525	15	174	7	8	7	1	20
Future Volume (veh/h)	10	404	56	3	525	15	174	7	8	7	1	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	11	430	60	3	559	16	185	7	9	7	0	22
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	36	2169	1084	6	2126	61	270	86	110	12	0	161
Arrive On Green	0.01	0.63	0.63	0.00	0.62	0.62	0.08	0.12	0.12	0.01	0.00	0.05
Sat Flow, veh/h	3338	3433	1520	1721	3406	97	3338	694	893	1721	0	2946
Grp Volume(v), veh/h	11	430	60	3	281	294	185	0	16	7	0	22
Grp Sat Flow(s),veh/h/ln	1669	1716	1520	1721	1716	1787	1669	0	1587	1721	0	1473
Q Serve(g_s), s	0.3	4.3	1.0	0.1	6.0	6.1	4.4	0.0	0.7	0.3	0.0	0.6
Cycle Q Clear(g_c), s	0.3	4.3	1.0	0.1	6.0	6.1	4.4	0.0	0.7	0.3	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	36	2169	1084	6	1072	1116	270	0	196	12	0	161
V/C Ratio(X)	0.30	0.20	0.06	0.54	0.26	0.26	0.69	0.00	0.08	0.57	0.00	0.14
Avail Cap(c_a), veh/h	399	2169	1084	206	1072	1116	969	0	569	218	0	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.3	6.3	3.5	40.8	6.9	6.9	36.7	0.0	31.8	40.6	0.0	36.9
Incr Delay (d2), s/veh	1.7	0.2	0.1	27.2	0.6	0.6	1.2	0.0	0.2	14.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.2	0.3	0.1	1.8	1.9	1.8	0.0	0.3	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	6.6	3.6	68.0	7.5	7.5	37.8	0.0	32.1	54.8	0.0	37.1
LnGrp LOS	D	A	A	E	A	A	D	A	C	D	A	D
Approach Vol, veh/h		501			578			201			29	
Approach Delay, s/veh		7.0			7.8			37.4			41.3	
Approach LOS		A			A			D			D	

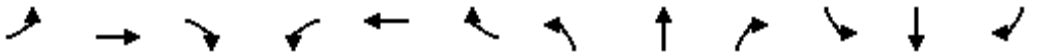
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	57.6	10.8	9.1	5.1	57.0	5.2	14.7
Change Period (Y+Rc), s	* 4.2	* 5.8	* 4.2	* 4.6	* 4.2	5.8	4.6	4.6
Max Green Setting (Gmax), s	* 9.8	* 51	* 24	* 17	* 9.8	51.2	10.4	29.4
Max Q Clear Time (g_c+I1), s	2.1	6.3	6.4	2.6	2.3	8.1	2.3	2.7
Green Ext Time (p_c), s	0.0	6.1	0.3	0.0	0.0	7.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



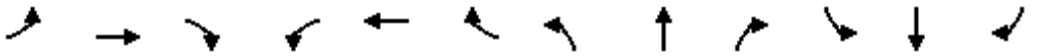
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	167	63	1	244	52	132	109	1	34	111	167
Future Volume (veh/h)	189	167	63	1	244	52	132	109	1	34	111	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	215	190	72	1	277	59	150	124	1	39	126	190
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	286	1327	484	2	1287	269	215	1124	9	48	919	281
Arrive On Green	0.09	0.54	0.54	0.00	0.46	0.46	0.06	0.22	0.22	0.03	0.19	0.19
Sat Flow, veh/h	3338	2447	892	1721	2812	588	3338	5045	41	1721	4932	1506
Grp Volume(v), veh/h	215	131	131	1	167	169	150	81	44	39	126	190
Grp Sat Flow(s),veh/h/ln	1669	1716	1623	1721	1716	1684	1669	1644	1797	1721	1644	1506
Q Serve(g_s), s	6.1	3.6	3.9	0.1	5.6	5.8	4.2	1.9	1.9	2.2	2.1	11.3
Cycle Q Clear(g_c), s	6.1	3.6	3.9	0.1	5.6	5.8	4.2	1.9	1.9	2.2	2.1	11.3
Prop In Lane	1.00		0.55	1.00		0.35	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	286	930	880	2	785	771	215	733	400	48	919	281
V/C Ratio(X)	0.75	0.14	0.15	0.53	0.21	0.22	0.70	0.11	0.11	0.81	0.14	0.68
Avail Cap(c_a), veh/h	479	930	880	72	785	771	375	1273	695	124	1709	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	10.9	11.0	48.0	15.7	15.7	44.0	29.8	29.8	46.5	32.7	36.4
Incr Delay (d2), s/veh	1.5	0.3	0.4	65.8	0.6	0.7	1.5	0.1	0.3	11.1	0.1	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.4	1.5	0.1	2.1	2.1	1.7	0.7	0.8	1.0	0.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	11.2	11.3	113.8	16.3	16.4	45.6	29.9	30.0	57.5	32.8	42.4
LnGrp LOS	D	B	B	F	B	B	D	C	C	E	C	D
Approach Vol, veh/h		477			337			275			355	
Approach Delay, s/veh		26.2			16.6			38.5			40.6	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.3	57.8	10.4	23.6	12.4	49.7	6.9	27.1
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	5.7	* 4.2	* 5.7	* 4.2	5.7
Max Green Setting (Gmax), s	* 4	52.1	* 11	33.3	* 14	* 43	* 6.9	37.2
Max Q Clear Time (g_c+I1), s	2.1	5.9	6.2	13.3	8.1	7.8	4.2	3.9
Green Ext Time (p_c), s	0.0	3.5	0.1	2.6	0.2	1.0	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	589	1558	444	64	946	207	377	105	84	116	113	582
Future Volume (veh/h)	589	1558	444	64	946	207	377	105	84	116	113	582
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	633	1675	477	69	1017	223	405	113	90	125	0	707
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	645	2113	601	105	1421	307	370	268	213	143	0	800
Arrive On Green	0.19	0.44	0.44	0.03	0.28	0.28	0.11	0.29	0.29	0.08	0.00	0.26
Sat Flow, veh/h	3338	4814	1369	3338	5123	1105	3338	918	731	1721	0	3027
Grp Volume(v), veh/h	633	1622	530	69	924	316	405	0	203	125	0	707
Grp Sat Flow(s),veh/h/ln	1669	1554	1521	1669	1554	1567	1669	0	1649	1721	0	1514
Q Serve(g_s), s	24.5	38.9	39.0	2.7	23.2	23.7	14.4	0.0	12.9	9.3	0.0	29.1
Cycle Q Clear(g_c), s	24.5	38.9	39.0	2.7	23.2	23.7	14.4	0.0	12.9	9.3	0.0	29.1
Prop In Lane	1.00		0.90	1.00		0.71	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	645	2046	668	105	1293	435	370	0	481	143	0	800
V/C Ratio(X)	0.98	0.79	0.79	0.66	0.71	0.73	1.10	0.00	0.42	0.87	0.00	0.88
Avail Cap(c_a), veh/h	645	2046	668	105	1293	435	370	0	572	143	0	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.2	31.4	31.4	62.3	42.3	42.5	57.8	0.0	37.2	58.9	0.0	45.9
Incr Delay (d2), s/veh	30.8	3.2	9.4	9.4	2.9	8.7	74.9	0.0	0.5	39.6	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	14.3	15.2	1.2	8.9	9.9	9.7	0.0	5.1	5.5	0.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.0	34.6	40.8	71.7	45.2	51.2	132.7	0.0	37.7	98.6	0.0	54.4
LnGrp LOS	F	C	D	E	D	D	F	A	D	F	A	D
Approach Vol, veh/h		2785			1309			608			832	
Approach Delay, s/veh		46.8			48.0			101.0			61.0	
Approach LOS		D			D			F			E	

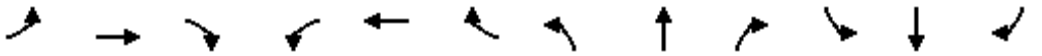
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	63.7	18.6	39.4	29.3	42.7	15.0	43.0
Change Period (Y+Rc), s	* 4.2	* 6.6	* 4.2	5.1	* 4.2	6.6	* 4.2	* 5.1
Max Green Setting (Gmax), s	* 4.1	* 51	* 14	41.0	* 25	29.4	* 11	* 45
Max Q Clear Time (g_c+I1), s	4.7	41.0	16.4	31.1	26.5	25.7	11.3	14.9
Green Ext Time (p_c), s	0.0	9.1	0.0	1.8	0.0	3.1	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	55.2
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



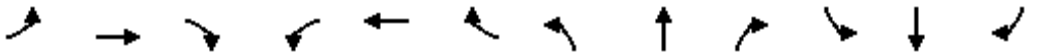
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	907	326	218	606	112	346	517	130	211	806	285
Future Volume (veh/h)	396	907	326	218	606	112	346	517	130	211	806	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	426	975	351	234	652	120	372	556	140	227	867	306
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	459	2003	617	281	1741	536	389	1385	554	274	1215	1009
Arrive On Green	0.14	0.41	0.41	0.08	0.35	0.35	0.12	0.28	0.28	0.08	0.25	0.25
Sat Flow, veh/h	3338	4932	1520	3338	4932	1518	3338	4932	1515	3338	4932	2591
Grp Volume(v), veh/h	426	975	351	234	652	120	372	556	140	227	867	306
Grp Sat Flow(s),veh/h/ln	1669	1644	1520	1669	1644	1518	1669	1644	1515	1669	1644	1295
Q Serve(g_s), s	18.2	21.1	25.7	9.9	14.2	8.0	16.0	13.2	9.3	9.6	23.1	11.9
Cycle Q Clear(g_c), s	18.2	21.1	25.7	9.9	14.2	8.0	16.0	13.2	9.3	9.6	23.1	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	459	2003	617	281	1741	536	389	1385	554	274	1215	1009
V/C Ratio(X)	0.93	0.49	0.57	0.83	0.37	0.22	0.96	0.40	0.25	0.83	0.71	0.30
Avail Cap(c_a), veh/h	459	2003	617	366	1741	536	389	1569	611	362	1541	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.4	31.6	33.0	64.9	34.7	32.7	63.2	42.0	32.0	65.1	49.6	31.0
Incr Delay (d2), s/veh	13.5	0.4	1.6	10.9	0.6	1.0	29.6	0.2	0.2	10.4	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	8.2	9.4	4.6	5.6	0.1	8.2	5.2	3.4	4.4	9.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	32.0	34.7	75.8	35.3	33.7	92.8	42.1	32.2	75.4	50.8	31.2
LnGrp LOS	E	C	C	E	D	C	F	D	C	E	D	C
Approach Vol, veh/h		1752			1006			1068			1400	
Approach Delay, s/veh		43.0			44.6			58.5			50.5	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	65.0	21.0	41.7	24.0	57.3	16.0	46.6
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	* 6.2	* 4.2	6.5	* 4.2	6.2
Max Green Setting (Gmax), s	* 16	45.7	* 17	* 45	* 20	41.7	* 16	45.8
Max Q Clear Time (g_c+I1), s	11.9	27.7	18.0	25.1	20.2	16.2	11.6	15.2
Green Ext Time (p_c), s	0.2	13.5	0.0	6.9	0.0	10.8	0.2	4.2

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	22	24	10	21	55	32	715	13	153	885	236
Future Volume (veh/h)	217	22	24	10	21	55	32	715	13	153	885	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	1.00		0.93	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	265	0	27	11	24	62	36	812	15	174	1006	268
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	516	0	219	205	52	135	50	1659	31	213	2113	648
Arrive On Green	0.15	0.00	0.15	0.12	0.12	0.12	0.03	0.33	0.33	0.12	0.43	0.43
Sat Flow, veh/h	3441	0	1461	1721	438	1131	1721	4979	92	1721	4932	1513
Grp Volume(v), veh/h	265	0	27	11	0	86	36	536	291	174	1006	268
Grp Sat Flow(s),veh/h/ln	1721	0	1461	1721	0	1569	1721	1644	1783	1721	1644	1513
Q Serve(g_s), s	4.9	0.0	1.1	0.4	0.0	3.6	1.4	9.1	9.1	6.9	10.2	8.6
Cycle Q Clear(g_c), s	4.9	0.0	1.1	0.4	0.0	3.6	1.4	9.1	9.1	6.9	10.2	8.6
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	516	0	219	205	0	187	50	1096	594	213	2113	648
V/C Ratio(X)	0.51	0.00	0.12	0.05	0.00	0.46	0.73	0.49	0.49	0.82	0.48	0.41
Avail Cap(c_a), veh/h	1824	0	774	986	0	899	99	1096	594	316	2113	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	25.7	27.3	0.0	28.6	33.6	18.5	18.5	29.8	14.3	13.9
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.0	0.0	0.7	7.3	1.6	2.9	6.1	0.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.4	0.2	0.0	1.3	0.7	3.2	3.7	2.9	3.2	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	25.9	27.3	0.0	29.3	40.9	20.1	21.4	35.9	15.1	15.8
LnGrp LOS	C	A	C	C	A	C	D	C	C	D	B	B
Approach Vol, veh/h		292			97			863			1448	
Approach Delay, s/veh		27.7			29.1			21.4			17.7	
Approach LOS		C			C			C			B	

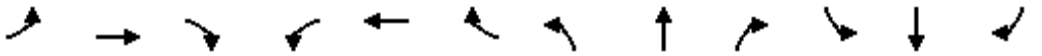
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	29.0		15.1	6.2	35.6		12.9				
Change Period (Y+Rc), s	* 4.2	5.7		4.6	* 4.2	5.7		4.6				
Max Green Setting (Gmax), s	* 13	21.1		37.0	* 4	29.9		40.0				
Max Q Clear Time (g_c+I1), s	8.9	11.1		6.9	3.4	12.2		5.6				
Green Ext Time (p_c), s	0.1	5.4		0.8	0.0	11.4		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		20.4
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



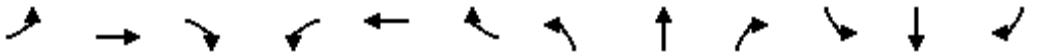
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1349	17	0	1319	75	0	0	0	367	0	150
Future Volume (veh/h)	0	1349	17	0	1319	75	0	0	0	367	0	150
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807				1807	1807	1807
Adj Flow Rate, veh/h	0	1665	21	0	1628	93				319	188	185
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81				0.81	0.81	0.81
Percent Heavy Veh, %	0	3	3	0	3	3				3	3	3
Cap, veh/h	0	2830	874	0	2830	1294				475	231	227
Arrive On Green	0.00	0.57	0.57	0.00	0.57	0.57				0.28	0.28	0.28
Sat Flow, veh/h	0	5095	1523	0	5095	1518				1721	836	823
Grp Volume(v), veh/h	0	1665	21	0	1628	93				319	0	373
Grp Sat Flow(s),veh/h/ln	0	1644	1523	0	1644	1518				1721	0	1659
Q Serve(g_s), s	0.0	13.0	0.4	0.0	12.6	0.6				9.9	0.0	12.6
Cycle Q Clear(g_c), s	0.0	13.0	0.4	0.0	12.6	0.6				9.9	0.0	12.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		0.50
Lane Grp Cap(c), veh/h	0	2830	874	0	2830	1294				475	0	458
V/C Ratio(X)	0.00	0.59	0.02	0.00	0.58	0.07				0.67	0.00	0.81
Avail Cap(c_a), veh/h	0	2830	874	0	2830	1294				645	0	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.2	5.5	0.0	8.1	0.7				19.3	0.0	20.3
Incr Delay (d2), s/veh	0.0	0.9	0.1	0.0	0.9	0.1				1.7	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	0.1	0.0	2.9	0.4				3.5	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.1	5.6	0.0	9.0	0.8				20.9	0.0	26.3
LnGrp LOS	A	A	A	A	A	A				C	A	C
Approach Vol, veh/h		1686			1721						692	
Approach Delay, s/veh		9.1			8.6						23.8	
Approach LOS		A			A						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		38.9		21.1		38.9						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		28.5		22.5		28.5						
Max Q Clear Time (g_c+I1), s		15.0		14.6		14.6						
Green Ext Time (p_c), s		8.6		2.0		8.8						

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱	↰		↱			
Traffic Volume (veh/h)	0	1603	113	0	1354	238	42	0	189	0	0	0
Future Volume (veh/h)	0	1603	113	0	1354	238	42	0	189	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807	1807	0	1807			
Adj Flow Rate, veh/h	0	1742	123	0	1472	259	46	0	205			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	3	0	3	3	3	0	3			
Cap, veh/h	0	3364	1294	0	3364	1037	289	0	257			
Arrive On Green	0.00	0.68	0.68	0.00	0.68	0.68	0.17	0.00	0.17			
Sat Flow, veh/h	0	5095	1520	0	5095	1520	1721	0	1531			
Grp Volume(v), veh/h	0	1742	123	0	1472	259	46	0	205			
Grp Sat Flow(s),veh/h/ln	0	1644	1520	0	1644	1520	1721	0	1531			
Q Serve(g_s), s	0.0	10.4	0.8	0.0	8.1	3.9	1.4	0.0	7.7			
Cycle Q Clear(g_c), s	0.0	10.4	0.8	0.0	8.1	3.9	1.4	0.0	7.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3364	1294	0	3364	1037	289	0	257			
V/C Ratio(X)	0.00	0.52	0.10	0.00	0.44	0.25	0.16	0.00	0.80			
Avail Cap(c_a), veh/h	0	3364	1294	0	3364	1037	559	0	498			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.7	0.7	0.0	4.3	3.7	21.3	0.0	24.0			
Incr Delay (d2), s/veh	0.0	0.6	0.1	0.0	0.4	0.6	0.3	0.0	5.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.3	0.0	1.2	0.6	0.5	0.0	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.3	0.9	0.0	4.7	4.2	21.6	0.0	29.6			
LnGrp LOS	A	A	A	A	A	A	C	A	C			
Approach Vol, veh/h		1865			1731			251				
Approach Delay, s/veh		5.0			4.7			28.1				
Approach LOS		A			A			C				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		45.4				45.4		14.6				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		31.5				31.5		19.5				
Max Q Clear Time (g_c+I1), s		12.4				10.1		9.7				
Green Ext Time (p_c), s		11.8				11.1		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			6.3									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	964	413	174	766	53	388	80	172	63	81	314
Future Volume (veh/h)	373	964	413	174	766	53	388	80	172	63	81	314
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	419	1083	464	196	861	60	436	90	193	71	288	222
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	486	1774	778	226	1705	605	506	506	416	90	327	271
Arrive On Green	0.15	0.36	0.36	0.13	0.35	0.35	0.15	0.28	0.28	0.05	0.18	0.18
Sat Flow, veh/h	3338	4932	1518	1721	4932	1518	3338	1807	1485	1721	1807	1494
Grp Volume(v), veh/h	419	1083	464	196	861	60	436	90	193	71	288	222
Grp Sat Flow(s),veh/h/ln	1669	1644	1518	1721	1644	1518	1669	1807	1485	1721	1807	1494
Q Serve(g_s), s	13.0	19.1	22.8	11.8	14.7	2.6	13.5	4.0	11.4	4.3	16.5	15.2
Cycle Q Clear(g_c), s	13.0	19.1	22.8	11.8	14.7	2.6	13.5	4.0	11.4	4.3	16.5	15.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	486	1774	778	226	1705	605	506	506	416	90	327	271
V/C Ratio(X)	0.86	0.61	0.60	0.87	0.50	0.10	0.86	0.18	0.46	0.79	0.88	0.82
Avail Cap(c_a), veh/h	642	1774	778	353	1705	605	686	580	477	164	388	321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	27.9	18.3	45.2	27.5	20.0	43.9	28.9	31.6	49.7	42.3	41.8
Incr Delay (d2), s/veh	7.5	1.6	3.4	8.2	1.1	0.3	6.6	0.2	1.1	5.6	16.3	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	7.2	8.6	5.3	5.6	1.0	6.1	1.8	4.2	2.0	8.8	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	29.5	21.6	53.4	28.6	20.3	50.6	29.2	32.7	55.3	58.7	53.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	E	E	D
Approach Vol, veh/h		1966			1117			719			581	
Approach Delay, s/veh		32.4			32.5			43.1			56.2	
Approach LOS		C			C			D			E	

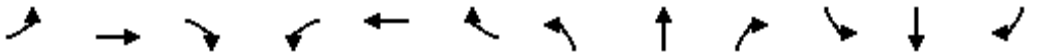
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	43.9	20.3	23.8	19.6	42.4	9.8	34.3
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	* 4.6	* 4.2	5.7	* 4.2	4.6
Max Green Setting (Gmax), s	* 22	35.3	* 22	* 23	* 20	36.7	* 10	34.1
Max Q Clear Time (g_c+I1), s	13.8	24.8	15.5	18.5	15.0	16.7	6.3	13.4
Green Ext Time (p_c), s	0.2	9.0	0.5	0.7	0.4	9.5	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	869	151	49	724	155	92	25	31	116	48	192
Future Volume (veh/h)	159	869	151	49	724	155	92	25	31	116	48	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.94	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	169	924	161	52	770	165	98	27	33	123	166	128
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	240	1915	919	66	1467	314	157	72	88	153	268	221
Arrive On Green	0.07	0.56	0.56	0.04	0.52	0.52	0.05	0.10	0.10	0.09	0.15	0.15
Sat Flow, veh/h	3338	3433	1519	1721	2798	600	3338	712	870	1721	1807	1490
Grp Volume(v), veh/h	169	924	161	52	472	463	98	0	60	123	166	128
Grp Sat Flow(s),veh/h/ln	1669	1716	1519	1721	1716	1681	1669	0	1583	1721	1807	1490
Q Serve(g_s), s	4.5	14.7	4.2	2.7	16.3	16.3	2.6	0.0	3.2	6.3	7.8	7.2
Cycle Q Clear(g_c), s	4.5	14.7	4.2	2.7	16.3	16.3	2.6	0.0	3.2	6.3	7.8	7.2
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	240	1915	919	66	900	881	157	0	161	153	268	221
V/C Ratio(X)	0.70	0.48	0.18	0.79	0.53	0.53	0.62	0.00	0.37	0.80	0.62	0.58
Avail Cap(c_a), veh/h	437	1915	919	187	900	881	289	0	446	313	698	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	12.0	7.9	43.0	14.1	14.1	42.1	0.0	37.8	40.2	36.0	35.7
Incr Delay (d2), s/veh	1.4	0.9	0.4	7.8	2.2	2.2	1.5	0.0	1.9	3.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.8	1.4	1.2	5.8	5.7	1.1	0.0	1.3	2.8	3.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	12.9	8.3	50.8	16.3	16.3	43.6	0.0	39.7	43.9	36.9	36.6
LnGrp LOS	D	B	A	D	B	B	D	A	D	D	D	D
Approach Vol, veh/h		1254			987			158			417	
Approach Delay, s/veh		16.3			18.1			42.1			38.9	
Approach LOS		B			B			D			D	

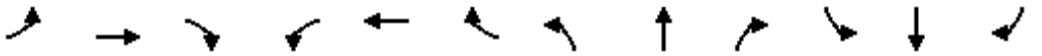
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	56.1	8.4	17.9	10.7	53.0	12.6	13.8
Change Period (Y+Rc), s	* 4.2	* 5.8	* 4.2	* 4.6	* 4.2	5.8	4.6	4.6
Max Green Setting (Gmax), s	* 9.8	* 49	* 7.8	* 35	* 12	47.2	16.4	25.4
Max Q Clear Time (g_c+I1), s	4.7	16.7	4.6	9.8	6.5	18.3	8.3	5.2
Green Ext Time (p_c), s	0.0	14.6	0.0	0.9	0.1	11.8	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	487	157	1	271	153	238	253	4	207	273	419
Future Volume (veh/h)	372	487	157	1	271	153	238	253	4	207	273	419
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	423	553	178	1	308	174	270	288	5	235	310	476
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	467	1093	350	2	616	338	312	1428	25	257	1687	519
Arrive On Green	0.14	0.43	0.43	0.00	0.29	0.29	0.09	0.29	0.29	0.15	0.34	0.34
Sat Flow, veh/h	3338	2539	814	1721	2113	1160	3338	4989	86	1721	4932	1518
Grp Volume(v), veh/h	423	373	358	1	248	234	270	189	104	235	310	476
Grp Sat Flow(s),veh/h/ln	1669	1716	1637	1721	1716	1556	1669	1644	1787	1721	1644	1518
Q Serve(g_s), s	18.6	23.6	23.7	0.1	17.9	18.6	11.9	6.5	6.5	20.0	6.6	44.8
Cycle Q Clear(g_c), s	18.6	23.6	23.7	0.1	17.9	18.6	11.9	6.5	6.5	20.0	6.6	44.8
Prop In Lane	1.00		0.50	1.00		0.75	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	467	739	704	2	500	454	312	941	511	257	1687	519
V/C Ratio(X)	0.91	0.51	0.51	0.53	0.50	0.51	0.86	0.20	0.20	0.91	0.18	0.92
Avail Cap(c_a), veh/h	511	739	704	46	500	454	332	941	511	370	1832	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	30.9	30.9	74.3	43.7	44.0	66.5	40.2	40.3	62.4	34.4	47.0
Incr Delay (d2), s/veh	17.8	2.5	2.6	67.0	3.5	4.1	18.5	0.2	0.4	17.0	0.1	20.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	10.5	10.1	0.1	7.9	7.5	5.8	2.6	2.9	9.8	2.6	19.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	33.3	33.5	141.3	47.2	48.1	85.1	40.5	40.7	79.4	34.5	67.5
LnGrp LOS	F	C	C	F	D	D	F	D	D	E	C	E
Approach Vol, veh/h		1154			483			563			1021	
Approach Delay, s/veh		50.8			47.8			61.9			60.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.4	69.8	18.1	56.6	25.0	49.1	26.4	48.3
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	5.7	* 4.2	* 5.7	* 4.2	5.7
Max Green Setting (Gmax), s	* 4	61.1	* 15	55.3	* 23	* 43	* 32	38.1
Max Q Clear Time (g_c+I1), s	2.1	25.7	13.9	46.8	20.6	20.6	22.0	8.5
Green Ext Time (p_c), s	0.0	11.0	0.1	4.2	0.2	1.6	0.2	3.1

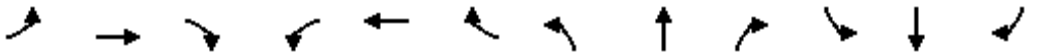
Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX G

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS – EXISTING + RESIDENTIAL + RETAIL



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	877	197	34	1289	160	273	27	46	42	21	295
Future Volume (veh/h)	265	877	197	34	1289	160	273	27	46	42	21	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	285	943	212	37	1386	172	294	29	49	45	0	332
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	333	3075	678	72	2946	365	274	120	203	57	0	466
Arrive On Green	0.10	0.60	0.60	0.04	1.00	1.00	0.08	0.20	0.20	0.03	0.00	0.16
Sat Flow, veh/h	3338	5110	1127	3338	5628	697	3338	588	994	1721	0	3003
Grp Volume(v), veh/h	285	858	297	37	1147	411	294	0	78	45	0	332
Grp Sat Flow(s),veh/h/ln	1669	1554	1576	1669	1554	1663	1669	0	1583	1721	0	1502
Q Serve(g_s), s	12.1	12.9	13.3	1.6	0.0	0.0	11.8	0.0	5.9	3.7	0.0	15.1
Cycle Q Clear(g_c), s	12.1	12.9	13.3	1.6	0.0	0.0	11.8	0.0	5.9	3.7	0.0	15.1
Prop In Lane	1.00		0.71	1.00		0.42	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	333	2805	948	72	2440	870	274	0	323	57	0	466
V/C Ratio(X)	0.86	0.31	0.31	0.52	0.47	0.47	1.07	0.00	0.24	0.78	0.00	0.71
Avail Cap(c_a), veh/h	459	2805	948	505	2440	870	274	0	488	117	0	874
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.8	14.0	14.1	68.2	0.0	0.0	66.1	0.0	48.0	69.1	0.0	57.8
Incr Delay (d2), s/veh	8.6	0.3	0.9	1.9	0.6	1.7	75.7	0.0	0.3	8.5	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	4.3	4.7	0.7	0.1	0.4	7.8	0.0	2.3	1.7	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	14.3	14.9	70.1	0.6	1.7	141.8	0.0	48.3	77.5	0.0	59.4
LnGrp LOS	E	B	B	E	A	A	F	A	D	E	A	E
Approach Vol, veh/h		1440			1595			372			377	
Approach Delay, s/veh		25.9			2.5			122.2			61.6	
Approach LOS		C			A			F			E	

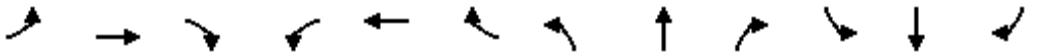
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	93.3	16.0	27.5	18.6	82.0	9.0	34.5
Change Period (Y+Rc), s	* 4.2	* 6.6	* 4.2	5.1	* 4.2	6.6	* 4.2	* 5.1
Max Green Setting (Gmax), s	* 22	* 49	* 12	41.9	* 20	50.4	* 9.8	* 44
Max Q Clear Time (g_c+I1), s	3.6	15.3	13.8	17.1	14.1	2.0	5.7	7.9
Green Ext Time (p_c), s	0.0	17.9	0.0	1.0	0.3	31.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



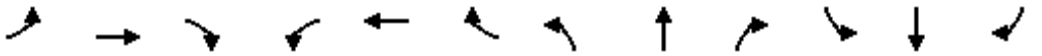
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	413	126	95	972	63	169	218	56	74	162	208
Future Volume (veh/h)	165	413	126	95	972	63	169	218	56	74	162	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	177	444	135	102	1045	68	182	234	60	80	174	224
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	226	2876	888	146	2757	851	230	940	354	121	779	586
Arrive On Green	0.02	0.19	0.19	0.04	0.56	0.56	0.07	0.19	0.19	0.04	0.16	0.16
Sat Flow, veh/h	3338	4932	1523	3338	4932	1523	3338	4932	1507	3338	4932	2551
Grp Volume(v), veh/h	177	444	135	102	1045	68	182	234	60	80	174	224
Grp Sat Flow(s),veh/h/ln	1669	1644	1523	1669	1644	1523	1669	1644	1507	1669	1644	1276
Q Serve(g_s), s	7.6	10.8	10.6	4.3	17.1	3.0	7.7	5.8	4.6	3.4	4.4	10.7
Cycle Q Clear(g_c), s	7.6	10.8	10.6	4.3	17.1	3.0	7.7	5.8	4.6	3.4	4.4	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	2876	888	146	2757	851	230	940	354	121	779	586
V/C Ratio(X)	0.78	0.15	0.15	0.70	0.38	0.08	0.79	0.25	0.17	0.66	0.22	0.38
Avail Cap(c_a), veh/h	343	2876	888	227	2757	851	343	1740	598	204	1548	983
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	28.6	28.5	67.9	17.8	14.7	66.0	49.5	44.0	68.5	52.9	47.3
Incr Delay (d2), s/veh	4.8	0.1	0.3	4.5	0.4	0.2	6.0	0.1	0.2	4.5	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	4.5	4.2	1.9	6.2	1.0	3.4	2.4	1.7	1.5	1.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	28.7	28.9	72.4	18.2	14.8	72.0	49.7	44.2	73.0	53.1	47.7
LnGrp LOS	E	C	C	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		756			1215			476			478	
Approach Delay, s/veh		39.4			22.5			57.5			53.9	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	90.5	14.1	29.0	14.0	87.0	9.4	33.6
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	* 6.2	* 4.2	6.5	* 4.2	6.2
Max Green Setting (Gmax), s	* 9.8	53.5	* 15	* 45	* 15	48.5	* 8.8	50.8
Max Q Clear Time (g_c+I1), s	6.3	12.8	9.7	12.7	9.6	19.1	5.4	7.8
Green Ext Time (p_c), s	0.1	9.2	0.2	2.1	0.2	17.5	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	6	1	11	6	55	3	344	4	29	323	60
Future Volume (veh/h)	53	6	1	11	6	55	3	344	4	29	323	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	1.00		0.94	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	65	0	1	12	7	62	3	391	5	33	367	68
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	414	0	174	188	17	148	6	2187	28	48	2273	698
Arrive On Green	0.12	0.00	0.12	0.11	0.11	0.11	0.00	0.44	0.44	0.03	0.46	0.46
Sat Flow, veh/h	3441	0	1448	1721	154	1362	1721	5015	64	1721	4932	1514
Grp Volume(v), veh/h	65	0	1	12	0	69	3	256	140	33	367	68
Grp Sat Flow(s),veh/h/ln	1721	0	1448	1721	0	1516	1721	1644	1791	1721	1644	1514
Q Serve(g_s), s	1.1	0.0	0.0	0.4	0.0	2.6	0.1	3.0	3.0	1.2	2.7	1.6
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.4	0.0	2.6	0.1	3.0	3.0	1.2	2.7	1.6
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	414	0	174	188	0	165	6	1434	781	48	2273	698
V/C Ratio(X)	0.16	0.00	0.01	0.06	0.00	0.42	0.54	0.18	0.18	0.69	0.16	0.10
Avail Cap(c_a), veh/h	2045	0	860	1116	0	983	133	1434	781	243	2273	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	24.1	24.9	0.0	25.9	31.0	10.7	10.7	30.0	9.8	9.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.6	26.6	0.3	0.5	6.3	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.2	0.0	0.9	0.1	0.9	1.0	0.5	0.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	24.1	24.9	0.0	26.5	57.5	11.0	11.2	36.3	9.9	9.8
LnGrp LOS	C	A	C	C	A	C	E	B	B	D	A	A
Approach Vol, veh/h		66			81			399			468	
Approach Delay, s/veh		24.7			26.3			11.4			11.8	
Approach LOS		C			C			B			B	

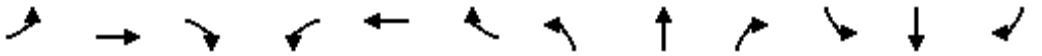
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	32.9		12.1	4.4	34.4		11.4				
Change Period (Y+Rc), s	* 4.2	5.7		4.6	* 4.2	5.7		4.6				
Max Green Setting (Gmax), s	* 8.8	24.7		37.0	* 4.8	28.7		40.4				
Max Q Clear Time (g_c+I1), s	3.2	5.0		3.1	2.1	4.7		4.6				
Green Ext Time (p_c), s	0.0	3.8		0.1	0.0	4.5		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



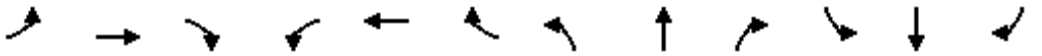
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	772	60	0	734	163	0	0	0	123	0	168
Future Volume (veh/h)	0	772	60	0	734	163	0	0	0	123	0	168
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807				1807	1807	1807
Adj Flow Rate, veh/h	0	953	74	0	906	201				152	0	207
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81				0.81	0.81	0.81
Percent Heavy Veh, %	0	3	3	0	3	3				3	3	3
Cap, veh/h	0	3346	1034	0	3346	1294				295	0	263
Arrive On Green	0.00	0.68	0.68	0.00	0.68	0.68				0.17	0.00	0.17
Sat Flow, veh/h	0	5095	1524	0	5095	1520				1721	0	1531
Grp Volume(v), veh/h	0	953	74	0	906	201				152	0	207
Grp Sat Flow(s),veh/h/ln	0	1644	1524	0	1644	1520				1721	0	1531
Q Serve(g_s), s	0.0	4.6	1.0	0.0	4.3	1.4				4.8	0.0	7.8
Cycle Q Clear(g_c), s	0.0	4.6	1.0	0.0	4.3	1.4				4.8	0.0	7.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3346	1034	0	3346	1294				295	0	263
V/C Ratio(X)	0.00	0.28	0.07	0.00	0.27	0.16				0.51	0.00	0.79
Avail Cap(c_a), veh/h	0	3346	1034	0	3346	1294				387	0	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	3.8	3.3	0.0	3.8	0.8				22.6	0.0	23.8
Incr Delay (d2), s/veh	0.0	0.2	0.1	0.0	0.2	0.3				1.4	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.2	0.0	0.6	0.4				1.8	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.1	3.4	0.0	4.0	1.0				24.0	0.0	32.5
LnGrp LOS	A	A	A	A	A	A				C	A	C
Approach Vol, veh/h		1027			1107						359	
Approach Delay, s/veh		4.0			3.5						28.9	
Approach LOS		A			A						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		45.2		14.8		45.2						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		37.5		13.5		37.5						
Max Q Clear Time (g_c+I1), s		6.6		9.8		6.3						
Green Ext Time (p_c), s		7.0		0.6		7.1						

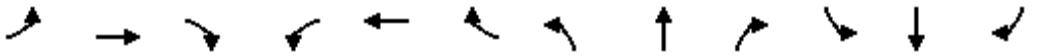
Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱	↰		↱			
Traffic Volume (veh/h)	0	684	211	0	876	300	22	0	60	0	0	0
Future Volume (veh/h)	0	684	211	0	876	300	22	0	60	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807	1807	0	1807			
Adj Flow Rate, veh/h	0	743	229	0	952	326	24	0	65			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	3	0	3	3	3	0	3			
Cap, veh/h	0	3875	1294	0	3875	1195	111	0	99			
Arrive On Green	0.00	0.79	0.79	0.00	0.79	0.79	0.06	0.00	0.06			
Sat Flow, veh/h	0	5095	1521	0	5095	1521	1721	0	1531			
Grp Volume(v), veh/h	0	743	229	0	952	326	24	0	65			
Grp Sat Flow(s),veh/h/ln	0	1644	1521	0	1644	1521	1721	0	1531			
Q Serve(g_s), s	0.0	2.3	1.6	0.0	3.1	3.5	0.8	0.0	2.5			
Cycle Q Clear(g_c), s	0.0	2.3	1.6	0.0	3.1	3.5	0.8	0.0	2.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3875	1294	0	3875	1195	111	0	99			
V/C Ratio(X)	0.00	0.19	0.18	0.00	0.25	0.27	0.22	0.00	0.66			
Avail Cap(c_a), veh/h	0	3875	1294	0	3875	1195	645	0	574			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	1.6	0.8	0.0	1.7	1.8	26.6	0.0	27.4			
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.0	0.2	0.6	1.0	0.0	7.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.1	0.2	0.3	0.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.7	1.1	0.0	1.9	2.3	27.6	0.0	34.7			
LnGrp LOS	A	A	A	A	A	A	C	A	C			
Approach Vol, veh/h		972			1278			89				
Approach Delay, s/veh		1.6			2.0			32.8				
Approach LOS		A			A			C				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		51.6				51.6		8.4				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		28.5				28.5		22.5				
Max Q Clear Time (g_c+I1), s		4.3				5.5		4.5				
Green Ext Time (p_c), s		5.6				7.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			3.0									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	402	225	104	593	25	346	43	60	15	24	164
Future Volume (veh/h)	143	402	225	104	593	25	346	43	60	15	24	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	161	452	253	117	666	28	389	48	67	17	0	202
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	236	2254	917	147	2327	742	483	403	329	27	0	277
Arrive On Green	0.07	0.46	0.46	0.09	0.47	0.47	0.14	0.22	0.22	0.02	0.00	0.09
Sat Flow, veh/h	3338	4932	1521	1721	4932	1521	3338	1807	1478	1721	0	2953
Grp Volume(v), veh/h	161	452	253	117	666	28	389	48	67	17	0	202
Grp Sat Flow(s),veh/h/ln	1669	1644	1521	1721	1644	1521	1669	1807	1478	1721	0	1476
Q Serve(g_s), s	4.0	4.7	6.8	5.7	7.0	0.8	9.6	1.8	3.2	0.8	0.0	5.7
Cycle Q Clear(g_c), s	4.0	4.7	6.8	5.7	7.0	0.8	9.6	1.8	3.2	0.8	0.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	2254	917	147	2327	742	483	403	329	27	0	277
V/C Ratio(X)	0.68	0.20	0.28	0.79	0.29	0.04	0.81	0.12	0.20	0.64	0.00	0.73
Avail Cap(c_a), veh/h	578	2254	917	439	2327	742	1126	770	630	197	0	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	13.9	8.1	38.3	13.8	11.4	35.4	26.5	27.0	41.8	0.0	37.6
Incr Delay (d2), s/veh	1.3	0.2	0.7	3.6	0.3	0.1	1.2	0.2	0.4	8.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.5	0.2	2.4	2.3	0.3	4.0	0.8	1.1	0.4	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	14.1	8.9	41.9	14.1	11.5	36.6	26.7	27.4	50.7	0.0	39.0
LnGrp LOS	D	B	A	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		866			811			504			219	
Approach Delay, s/veh		17.4			18.0			34.4			39.9	
Approach LOS		B			B			C			D	

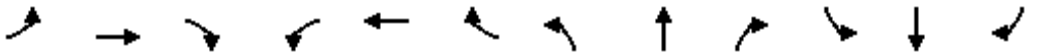
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.7	16.6	12.6	10.2	46.0	5.5	23.6
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	* 4.6	* 4.2	5.7	* 4.2	4.6
Max Green Setting (Gmax), s	* 22	33.3	* 29	* 18	* 15	40.3	* 9.8	36.4
Max Q Clear Time (g_c+I1), s	7.7	8.8	11.6	7.7	6.0	9.0	2.8	5.2
Green Ext Time (p_c), s	0.1	8.8	0.7	0.3	0.2	8.7	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	404	56	3	525	22	174	14	8	10	4	23
Future Volume (veh/h)	17	404	56	3	525	22	174	14	8	10	4	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	18	430	60	3	559	23	185	15	9	11	0	27
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	55	2152	1076	6	2061	85	268	133	80	19	0	188
Arrive On Green	0.02	0.63	0.63	0.00	0.61	0.61	0.08	0.13	0.13	0.01	0.00	0.06
Sat Flow, veh/h	3338	3433	1520	1721	3357	138	3338	1035	621	1721	0	2944
Grp Volume(v), veh/h	18	430	60	3	285	297	185	0	24	11	0	27
Grp Sat Flow(s),veh/h/ln	1669	1716	1520	1721	1716	1778	1669	0	1655	1721	0	1472
Q Serve(g_s), s	0.4	4.5	1.0	0.1	6.4	6.4	4.5	0.0	1.1	0.5	0.0	0.7
Cycle Q Clear(g_c), s	0.4	4.5	1.0	0.1	6.4	6.4	4.5	0.0	1.1	0.5	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	55	2152	1076	6	1054	1092	268	0	213	19	0	188
V/C Ratio(X)	0.33	0.20	0.06	0.54	0.27	0.27	0.69	0.00	0.11	0.59	0.00	0.14
Avail Cap(c_a), veh/h	432	2152	1076	202	1054	1092	952	0	564	215	0	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.6	6.6	3.7	41.5	7.5	7.5	37.3	0.0	32.1	41.1	0.0	36.9
Incr Delay (d2), s/veh	1.3	0.2	0.1	27.2	0.6	0.6	1.2	0.0	0.3	10.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.3	0.3	0.1	2.0	2.0	1.9	0.0	0.4	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	6.8	3.8	68.7	8.1	8.1	38.5	0.0	32.4	51.8	0.0	37.0
LnGrp LOS	D	A	A	E	A	A	D	A	C	D	A	D
Approach Vol, veh/h		508			585			209			38	
Approach Delay, s/veh		7.7			8.4			37.8			41.3	
Approach LOS		A			A			D			D	

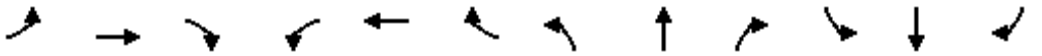
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	58.1	10.9	9.9	5.6	57.0	5.5	15.3
Change Period (Y+Rc), s	* 4.2	* 5.8	* 4.2	* 4.6	* 4.2	5.8	4.6	4.6
Max Green Setting (Gmax), s	* 9.8	* 52	* 24	* 16	* 11	51.2	10.4	28.4
Max Q Clear Time (g_c+I1), s	2.1	6.5	6.5	2.7	2.4	8.4	2.5	3.1
Green Ext Time (p_c), s	0.0	6.1	0.3	0.0	0.0	7.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



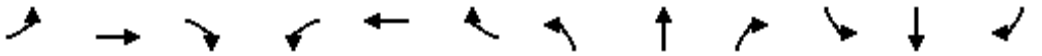
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	167	66	1	244	52	139	109	1	34	111	167
Future Volume (veh/h)	189	167	66	1	244	52	139	109	1	34	111	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	215	190	75	1	277	59	158	124	1	39	126	190
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	281	1374	521	2	1365	286	219	1104	9	49	895	273
Arrive On Green	0.08	0.57	0.57	0.00	0.49	0.49	0.07	0.22	0.22	0.03	0.18	0.18
Sat Flow, veh/h	3338	2418	917	1721	2813	588	3338	5045	41	1721	4932	1506
Grp Volume(v), veh/h	215	133	132	1	167	169	158	81	44	39	126	190
Grp Sat Flow(s),veh/h/ln	1669	1716	1618	1721	1716	1685	1669	1644	1797	1721	1644	1506
Q Serve(g_s), s	6.8	3.9	4.1	0.1	6.0	6.2	5.0	2.1	2.1	2.4	2.3	12.8
Cycle Q Clear(g_c), s	6.8	3.9	4.1	0.1	6.0	6.2	5.0	2.1	2.1	2.4	2.3	12.8
Prop In Lane	1.00		0.57	1.00		0.35	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	281	975	920	2	833	817	219	719	393	49	895	273
V/C Ratio(X)	0.77	0.14	0.14	0.53	0.20	0.21	0.72	0.11	0.11	0.80	0.14	0.70
Avail Cap(c_a), veh/h	582	975	920	77	833	817	458	1320	721	172	1797	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	10.9	11.0	53.9	15.8	15.9	49.4	33.7	33.8	52.1	37.1	41.4
Incr Delay (d2), s/veh	1.7	0.3	0.3	66.1	0.5	0.6	1.7	0.1	0.3	10.5	0.2	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.6	1.6	0.1	2.3	2.3	2.1	0.8	0.9	1.2	0.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	11.2	11.3	119.9	16.4	16.5	51.1	33.9	34.0	62.6	37.2	48.0
LnGrp LOS	D	B	B	F	B	B	D	C	C	E	D	D
Approach Vol, veh/h		480			337			283			355	
Approach Delay, s/veh		28.6			16.7			43.5			45.8	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.3	67.0	11.3	25.3	13.3	58.0	7.3	29.3
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	5.7	* 4.2	* 5.7	* 4.2	5.7
Max Green Setting (Gmax), s	* 4.8	61.3	* 15	39.3	* 19	* 48	* 11	43.3
Max Q Clear Time (g_c+I1), s	2.1	6.1	7.0	14.8	8.8	8.2	4.4	4.1
Green Ext Time (p_c), s	0.0	3.6	0.1	2.8	0.3	1.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	589	1558	534	90	946	207	467	105	110	116	113	582
Future Volume (veh/h)	589	1558	534	90	946	207	467	105	110	116	113	582
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	633	1675	574	97	1017	223	502	113	118	125	0	707
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	686	1838	589	118	1148	248	506	262	274	149	0	800
Arrive On Green	0.21	0.39	0.39	0.04	0.22	0.22	0.15	0.33	0.33	0.09	0.00	0.26
Sat Flow, veh/h	3338	4661	1493	3338	5118	1104	3338	797	832	1721	0	3027
Grp Volume(v), veh/h	633	1675	574	97	925	315	502	0	231	125	0	707
Grp Sat Flow(s),veh/h/ln	1669	1554	1493	1669	1554	1561	1669	0	1629	1721	0	1514
Q Serve(g_s), s	24.2	44.2	49.2	3.8	25.0	25.5	19.5	0.0	14.4	9.3	0.0	29.1
Cycle Q Clear(g_c), s	24.2	44.2	49.2	3.8	25.0	25.5	19.5	0.0	14.4	9.3	0.0	29.1
Prop In Lane	1.00		1.00	1.00		0.71	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	686	1838	589	118	1045	350	506	0	536	149	0	800
V/C Ratio(X)	0.92	0.91	0.98	0.82	0.88	0.90	0.99	0.00	0.43	0.84	0.00	0.88
Avail Cap(c_a), veh/h	765	1838	589	118	1045	350	506	0	541	238	0	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.6	37.2	38.7	62.3	48.8	49.0	55.1	0.0	34.1	58.5	0.0	45.9
Incr Delay (d2), s/veh	14.9	8.3	31.4	28.5	9.2	24.7	37.9	0.0	0.4	7.2	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	17.2	22.0	2.0	10.2	12.0	10.6	0.0	5.6	4.2	0.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	45.5	70.2	90.7	58.0	73.7	93.0	0.0	34.5	65.7	0.0	54.4
LnGrp LOS	E	D	E	F	E	E	F	A	C	E	A	D
Approach Vol, veh/h		2882			1337			733			832	
Approach Delay, s/veh		54.8			64.1			74.6			56.1	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	57.9	23.9	39.4	30.9	35.7	15.4	47.9
Change Period (Y+Rc), s	* 4.2	* 6.6	* 4.2	5.1	* 4.2	6.6	* 4.2	* 5.1
Max Green Setting (Gmax), s	* 4.6	* 45	* 20	41.0	* 30	19.4	* 18	* 43
Max Q Clear Time (g_c+I1), s	5.8	51.2	21.5	31.1	26.2	27.5	11.3	16.4
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.6	0.0	0.1	1.0

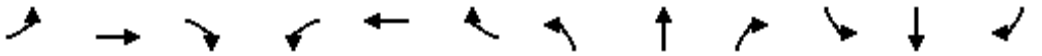
Intersection Summary	
HCM 6th Ctrl Delay	59.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



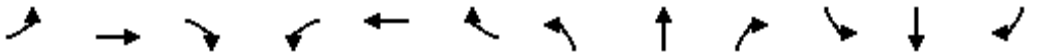
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	409	920	326	218	619	112	346	543	130	211	832	298
Future Volume (veh/h)	409	920	326	218	619	112	346	543	130	211	832	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	440	989	351	234	666	120	372	584	140	227	895	320
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	459	2009	619	281	1745	537	371	1381	553	274	1238	1021
Arrive On Green	0.14	0.41	0.41	0.08	0.35	0.35	0.11	0.28	0.28	0.08	0.25	0.25
Sat Flow, veh/h	3338	4932	1520	3338	4932	1518	3338	4932	1515	3338	4932	2592
Grp Volume(v), veh/h	440	989	351	234	666	120	372	584	140	227	895	320
Grp Sat Flow(s),veh/h/ln	1669	1644	1520	1669	1644	1518	1669	1644	1515	1669	1644	1296
Q Serve(g_s), s	18.9	21.4	25.6	9.9	14.5	8.0	16.0	13.9	9.3	9.6	23.9	12.4
Cycle Q Clear(g_c), s	18.9	21.4	25.6	9.9	14.5	8.0	16.0	13.9	9.3	9.6	23.9	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	459	2009	619	281	1745	537	371	1381	553	274	1238	1021
V/C Ratio(X)	0.96	0.49	0.57	0.83	0.38	0.22	1.00	0.42	0.25	0.83	0.72	0.31
Avail Cap(c_a), veh/h	459	2009	619	343	1745	537	371	1569	610	343	1541	1181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	31.6	32.9	65.0	34.7	32.6	64.0	42.3	32.1	65.1	49.3	30.7
Incr Delay (d2), s/veh	5.8	0.1	0.3	12.8	0.6	1.0	42.3	0.2	0.2	11.9	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	8.2	9.1	4.6	5.8	0.1	8.8	5.5	3.4	4.5	9.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	31.7	33.2	77.8	35.4	33.6	106.3	42.5	32.3	77.0	50.7	30.9
LnGrp LOS	E	C	C	E	D	C	F	D	C	E	D	C
Approach Vol, veh/h		1780			1020			1096			1442	
Approach Delay, s/veh		40.9			44.9			62.8			50.4	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	65.2	20.2	42.3	24.0	57.5	16.0	46.5
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	* 6.2	* 4.2	6.5	* 4.2	6.2
Max Green Setting (Gmax), s	* 15	47.5	* 16	* 45	* 20	42.5	* 15	45.8
Max Q Clear Time (g_c+I1), s	11.9	27.6	18.0	25.9	20.9	16.5	11.6	15.9
Green Ext Time (p_c), s	0.2	14.7	0.0	7.1	0.0	11.2	0.2	4.4

Intersection Summary	
HCM 6th Ctrl Delay	48.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	22	24	10	21	55	32	715	13	153	885	262
Future Volume (veh/h)	243	22	24	10	21	55	32	715	13	153	885	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.93	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	294	0	27	11	24	62	36	812	15	174	1006	298
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	543	0	231	205	52	135	49	1637	30	213	2090	641
Arrive On Green	0.16	0.00	0.16	0.12	0.12	0.12	0.03	0.33	0.33	0.12	0.42	0.42
Sat Flow, veh/h	3441	0	1463	1721	438	1131	1721	4979	92	1721	4932	1513
Grp Volume(v), veh/h	294	0	27	11	0	86	36	536	291	174	1006	298
Grp Sat Flow(s),veh/h/ln	1721	0	1463	1721	0	1569	1721	1644	1782	1721	1644	1513
Q Serve(g_s), s	5.6	0.0	1.1	0.4	0.0	3.6	1.5	9.2	9.2	7.0	10.4	10.0
Cycle Q Clear(g_c), s	5.6	0.0	1.1	0.4	0.0	3.6	1.5	9.2	9.2	7.0	10.4	10.0
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	543	0	231	205	0	187	49	1081	586	213	2090	641
V/C Ratio(X)	0.54	0.00	0.12	0.05	0.00	0.46	0.73	0.50	0.50	0.82	0.48	0.46
Avail Cap(c_a), veh/h	1805	0	767	975	0	889	98	1081	586	312	2090	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	25.5	27.6	0.0	29.0	34.0	19.0	19.0	30.1	14.7	14.6
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.0	0.0	0.7	7.4	1.6	3.0	6.5	0.8	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.4	0.2	0.0	1.4	0.7	3.2	3.7	3.0	3.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	25.7	27.6	0.0	29.6	41.4	20.6	22.0	36.6	15.5	17.0
LnGrp LOS	C	A	C	C	A	C	D	C	C	D	B	B
Approach Vol, veh/h		321			97			863			1478	
Approach Delay, s/veh		27.8			29.4			22.0			18.3	
Approach LOS		C			C			C			B	

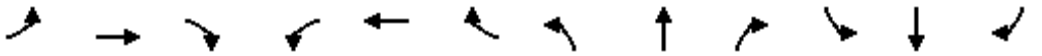
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	28.9		15.7	6.2	35.6		13.0				
Change Period (Y+Rc), s	* 4.2	5.7		4.6	* 4.2	5.7		4.6				
Max Green Setting (Gmax), s	* 13	21.1		37.0	* 4	29.9		40.0				
Max Q Clear Time (g_c+I1), s	9.0	11.2		7.6	3.5	12.4		5.6				
Green Ext Time (p_c), s	0.1	5.3		0.9	0.0	11.4		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		20.9
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



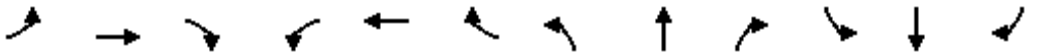
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	✣	
Traffic Volume (veh/h)	0	1388	17	0	1357	101	0	0	0	367	0	150
Future Volume (veh/h)	0	1388	17	0	1357	101	0	0	0	367	0	150
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807				1807	1807	1807
Adj Flow Rate, veh/h	0	1714	21	0	1675	125				319	188	185
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81				0.81	0.81	0.81
Percent Heavy Veh, %	0	3	3	0	3	3				3	3	3
Cap, veh/h	0	2830	874	0	2830	1294				475	231	227
Arrive On Green	0.00	0.57	0.57	0.00	0.57	0.57				0.28	0.28	0.28
Sat Flow, veh/h	0	5095	1523	0	5095	1518				1721	836	823
Grp Volume(v), veh/h	0	1714	21	0	1675	125				319	0	373
Grp Sat Flow(s),veh/h/ln	0	1644	1523	0	1644	1518				1721	0	1659
Q Serve(g_s), s	0.0	13.6	0.4	0.0	13.2	0.8				9.9	0.0	12.6
Cycle Q Clear(g_c), s	0.0	13.6	0.4	0.0	13.2	0.8				9.9	0.0	12.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		0.50
Lane Grp Cap(c), veh/h	0	2830	874	0	2830	1294				475	0	458
V/C Ratio(X)	0.00	0.61	0.02	0.00	0.59	0.10				0.67	0.00	0.81
Avail Cap(c_a), veh/h	0	2830	874	0	2830	1294				645	0	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.4	5.5	0.0	8.3	0.7				19.3	0.0	20.3
Incr Delay (d2), s/veh	0.0	1.0	0.1	0.0	0.9	0.1				1.7	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.1	0.0	3.0	0.5				3.5	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.3	5.6	0.0	9.2	0.9				20.9	0.0	26.3
LnGrp LOS	A	A	A	A	A	A				C	A	C
Approach Vol, veh/h		1735			1800						692	
Approach Delay, s/veh		9.3			8.6						23.8	
Approach LOS		A			A						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		38.9		21.1		38.9						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		28.5		22.5		28.5						
Max Q Clear Time (g_c+I1), s		15.6		14.6		15.2						
Green Ext Time (p_c), s		8.6		2.0		8.9						

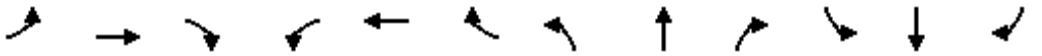
Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱	↰		↱			
Traffic Volume (veh/h)	0	1642	113	0	1418	238	42	0	216	0	0	0
Future Volume (veh/h)	0	1642	113	0	1418	238	42	0	216	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1807	1807	0	1807	1807	1807	0	1807			
Adj Flow Rate, veh/h	0	1785	123	0	1541	259	46	0	235			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	3	0	3	3	3	0	3			
Cap, veh/h	0	3264	1294	0	3264	1006	324	0	288			
Arrive On Green	0.00	0.66	0.66	0.00	0.66	0.66	0.19	0.00	0.19			
Sat Flow, veh/h	0	5095	1520	0	5095	1520	1721	0	1531			
Grp Volume(v), veh/h	0	1785	123	0	1541	259	46	0	235			
Grp Sat Flow(s),veh/h/ln	0	1644	1520	0	1644	1520	1721	0	1531			
Q Serve(g_s), s	0.0	11.5	0.8	0.0	9.2	4.2	1.3	0.0	8.8			
Cycle Q Clear(g_c), s	0.0	11.5	0.8	0.0	9.2	4.2	1.3	0.0	8.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3264	1294	0	3264	1006	324	0	288			
V/C Ratio(X)	0.00	0.55	0.10	0.00	0.47	0.26	0.14	0.00	0.82			
Avail Cap(c_a), veh/h	0	3264	1294	0	3264	1006	559	0	498			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.4	0.7	0.0	5.0	4.1	20.3	0.0	23.4			
Incr Delay (d2), s/veh	0.0	0.7	0.1	0.0	0.5	0.6	0.2	0.0	5.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.3	0.0	1.5	0.7	0.5	0.0	3.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.0	0.9	0.0	5.5	4.8	20.5	0.0	29.0			
LnGrp LOS	A	A	A	A	A	A	C	A	C			
Approach Vol, veh/h		1908			1800			281				
Approach Delay, s/veh		5.7			5.4			27.6				
Approach LOS		A			A			C				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		44.2				44.2		15.8				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		31.5				31.5		19.5				
Max Q Clear Time (g_c+I1), s		13.5				11.2		10.8				
Green Ext Time (p_c), s		11.6				11.3		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			7.1									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	977	413	174	779	53	388	106	172	63	107	365
Future Volume (veh/h)	424	977	413	174	779	53	388	106	172	63	107	365
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	476	1098	464	196	875	60	436	119	193	71	338	265
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	540	1684	748	225	1531	551	501	550	453	90	373	309
Arrive On Green	0.16	0.34	0.34	0.13	0.31	0.31	0.15	0.30	0.30	0.05	0.21	0.21
Sat Flow, veh/h	3338	4932	1518	1721	4932	1516	3338	1807	1487	1721	1807	1496
Grp Volume(v), veh/h	476	1098	464	196	875	60	436	119	193	71	338	265
Grp Sat Flow(s),veh/h/ln	1669	1644	1518	1721	1644	1516	1669	1807	1487	1721	1807	1496
Q Serve(g_s), s	15.3	20.7	24.5	12.2	16.3	2.9	14.0	5.4	11.4	4.5	20.0	18.7
Cycle Q Clear(g_c), s	15.3	20.7	24.5	12.2	16.3	2.9	14.0	5.4	11.4	4.5	20.0	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	540	1684	748	225	1531	551	501	550	453	90	373	309
V/C Ratio(X)	0.88	0.65	0.62	0.87	0.57	0.11	0.87	0.22	0.43	0.79	0.91	0.86
Avail Cap(c_a), veh/h	674	1684	748	327	1531	551	634	574	473	163	409	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	30.5	20.4	46.7	31.7	23.1	45.5	28.4	30.4	51.3	42.4	41.9
Incr Delay (d2), s/veh	9.6	2.0	3.8	11.8	1.6	0.4	8.9	0.3	0.8	5.6	21.0	16.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	8.0	9.3	5.7	6.3	1.1	6.4	2.4	4.2	2.1	11.1	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	32.5	24.2	58.5	33.2	23.5	54.3	28.6	31.3	56.9	63.3	58.5
LnGrp LOS	D	C	C	E	C	C	D	C	C	E	E	E
Approach Vol, veh/h		2038			1131			748			674	
Approach Delay, s/veh		35.8			37.1			44.3			60.7	
Approach LOS		D			D			D			E	

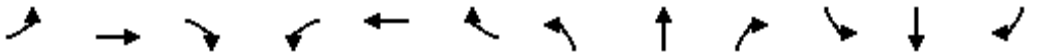
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	43.1	20.6	27.2	21.9	39.7	9.9	37.9
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	* 4.6	* 4.2	5.7	* 4.2	4.6
Max Green Setting (Gmax), s	* 21	35.3	* 21	* 25	* 22	34.0	* 10	34.8
Max Q Clear Time (g_c+I1), s	14.2	26.5	16.0	22.0	17.3	18.3	6.5	13.4
Green Ext Time (p_c), s	0.1	7.7	0.5	0.6	0.5	8.3	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	869	151	49	724	168	92	38	31	129	61	205
Future Volume (veh/h)	172	869	151	49	724	168	92	38	31	129	61	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.94	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	183	924	161	52	770	179	98	40	33	137	180	142
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	255	1890	908	66	1409	328	157	90	74	169	283	234
Arrive On Green	0.08	0.55	0.55	0.04	0.51	0.51	0.05	0.10	0.10	0.10	0.16	0.16
Sat Flow, veh/h	3338	3433	1519	1721	2750	639	3338	887	731	1721	1807	1491
Grp Volume(v), veh/h	183	924	161	52	481	468	98	0	73	137	180	142
Grp Sat Flow(s),veh/h/ln	1669	1716	1519	1721	1716	1673	1669	0	1618	1721	1807	1491
Q Serve(g_s), s	4.9	15.0	4.3	2.7	17.2	17.2	2.6	0.0	3.8	7.1	8.4	8.0
Cycle Q Clear(g_c), s	4.9	15.0	4.3	2.7	17.2	17.2	2.6	0.0	3.8	7.1	8.4	8.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	255	1890	908	66	879	857	157	0	164	169	283	234
V/C Ratio(X)	0.72	0.49	0.18	0.79	0.55	0.55	0.62	0.00	0.45	0.81	0.64	0.61
Avail Cap(c_a), veh/h	435	1890	908	175	879	857	288	0	447	334	710	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	12.5	8.2	43.2	15.0	15.0	42.4	0.0	38.3	40.0	35.8	35.6
Incr Delay (d2), s/veh	1.4	0.9	0.4	7.8	2.4	2.5	1.5	0.0	2.5	3.5	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.0	1.4	1.2	6.3	6.1	1.1	0.0	1.6	3.1	3.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	13.4	8.6	51.0	17.4	17.5	43.9	0.0	40.8	43.6	36.6	36.5
LnGrp LOS	D	B	A	D	B	B	D	A	D	D	D	D
Approach Vol, veh/h		1268			1001			171			459	
Approach Delay, s/veh		17.0			19.2			42.6			38.7	
Approach LOS		B			B			D			D	

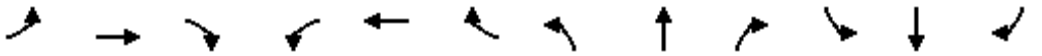
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	55.7	8.5	18.8	11.1	52.2	13.5	13.8
Change Period (Y+Rc), s	* 4.2	* 5.8	* 4.2	* 4.6	* 4.2	5.8	4.6	4.6
Max Green Setting (Gmax), s	* 9.2	* 49	* 7.8	* 36	* 12	46.4	17.6	25.0
Max Q Clear Time (g_c+I1), s	4.7	17.0	4.6	10.4	6.9	19.2	9.1	5.8
Green Ext Time (p_c), s	0.0	14.4	0.0	0.9	0.1	11.7	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	487	170	1	271	153	251	253	4	207	273	419
Future Volume (veh/h)	372	487	170	1	271	153	251	253	4	207	273	419
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807	1807
Adj Flow Rate, veh/h	423	553	193	1	308	174	285	288	5	235	310	476
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	467	1053	366	2	604	331	328	1453	25	257	1689	520
Arrive On Green	0.14	0.42	0.42	0.00	0.29	0.29	0.10	0.29	0.29	0.15	0.34	0.34
Sat Flow, veh/h	3338	2480	862	1721	2113	1159	3338	4989	86	1721	4932	1518
Grp Volume(v), veh/h	423	382	364	1	248	234	285	189	104	235	310	476
Grp Sat Flow(s),veh/h/ln	1669	1716	1626	1721	1716	1556	1669	1644	1787	1721	1644	1518
Q Serve(g_s), s	18.5	24.4	24.6	0.1	17.9	18.7	12.5	6.4	6.5	20.0	6.5	44.6
Cycle Q Clear(g_c), s	18.5	24.4	24.6	0.1	17.9	18.7	12.5	6.4	6.5	20.0	6.5	44.6
Prop In Lane	1.00		0.53	1.00		0.75	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	467	729	691	2	491	445	328	958	520	257	1689	520
V/C Ratio(X)	0.91	0.52	0.53	0.53	0.51	0.53	0.87	0.20	0.20	0.91	0.18	0.92
Avail Cap(c_a), veh/h	513	729	691	46	491	445	356	958	520	371	1839	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	31.6	31.6	74.0	44.2	44.5	65.9	39.5	39.6	62.1	34.2	46.7
Incr Delay (d2), s/veh	17.6	2.7	2.9	66.9	3.7	4.4	17.8	0.2	0.4	16.8	0.1	20.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	10.9	10.4	0.1	8.0	7.6	6.0	2.6	2.9	9.7	2.6	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	34.3	34.5	141.0	47.9	48.9	83.8	39.8	40.0	78.9	34.3	67.0
LnGrp LOS	F	C	C	F	D	D	F	D	D	E	C	E
Approach Vol, veh/h		1169			483			578			1021	
Approach Delay, s/veh		51.0			48.6			61.5			59.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.4	68.7	18.8	56.5	25.0	48.1	26.4	48.9
Change Period (Y+Rc), s	* 4.2	5.7	* 4.2	5.7	* 4.2	* 5.7	* 4.2	5.7
Max Green Setting (Gmax), s	* 4	60.1	* 16	55.3	* 23	* 42	* 32	39.1
Max Q Clear Time (g_c+I1), s	2.1	26.6	14.5	46.6	20.5	20.7	22.0	8.5
Green Ext Time (p_c), s	0.0	11.1	0.1	4.2	0.3	1.6	0.2	3.2

Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.