Governor Drive Complete Street Mobility Study

Final

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Prepared By:

The City *of*
SAN DIEGO

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1.0 Introduction

1.1 Purpose

The purpose of this study is to further evaluate the physical and operational conditions of Governor Drive as part of the implementation of mobility improvement as identified in the University Community Plan, as the Governor Drive Complete Street. Two alternatives were evaluated in this study. Alternative 1 would install buffered Class II bike lanes only between Genesee Avenue and Stresemann Street, reducing the number of travel lanes from a 4-lane Major Arterial to a 2-lane Major Arterial. Alternative 2 would install buffered Class II bike lanes between Stresemann Street and Greenwich Drive, reducing the number of travel lanes from a 4-lane Major Arterial to a 2-lane Major Arterial.

Alternative 1:

- *Between Genesee Avenue and Stresemann Street:* Alternative 1 would reduce the number of travel lanes on Governor Drive between Genesee Avenue and Stresemann Street from a 4-lane Major Arterial to a 2-lane Major Arterial and install continuous buffered Class II bike lanes.
- *Between Genesee Avenue and Greenwich Drive:* Alternative 1 would maintain the existing 4-lane Major Arterial configuration between Genesee Avenue and Greenwich Drive with existing standard Class II bike lanes and Class III bike route.

Alternative 2:

- *Between Genesee Avenue and Stresemann Street:* Same as Alternative 1.
- *Between Genesee Avenue and Greenwich Drive:* Alternative 2 would reduce the number of travel lanes on Governor Drive between Genesee Avenue and Greenwich Drive (immediately west of Interstate 805) from a 4-lane Major Arterial to a 2-lane Major Arterial and install continuous buffered Class II bike lanes.

1.2 Background

The University Community Plan, adopted by City Council in July 2024, establishes the vision, strategy, and framework to guide future growth, development, and infrastructure in the University community. It also aligns with the City of San Diego's mobility goals and policies detailed in the General Plan, and Climate Action Plan, as well as state mandates on housing and mobility practices.

The University Community Plan emphasizes a balanced, multimodal transportation network with convenient connections to complement proposed higher-density mixed-use developments. It will also provide options for people to shift from driving their personal vehicles to using alternative modes of travel. The Community Plan contains policies and identifies improvements to increase community-wide active transportation and transit use,

helping the City meet the Climate Action Plan's mode-share targets. It specifically includes policies addressing Governor Drive, as shown in **Table 1-1**.

The Mobility Technical Report for the University Community Plan provides the technical analysis of the pedestrian, bicycle, transit, and vehicular networks throughout the community. This Governor Drive Complete Street Mobility Study also updates the analysis conducted in the Mobility Technical Report.

Table 1-1 University Community Plan policies (Table 1)

3.6 Complete Streets	
C	Redesign and improve streets in the University Community with the primary objective of improving pedestrian and bicycle safety and mobility and enhancing public transit for improved efficiency and performance.
I	Prior to the implementation of Governor Drive Complete Street, conduct updated analysis including but not limited to intersection operations analysis, site access and school access and safety analysis in school session, pedestrian and bicycle intersection access improvements, travel times, and transit operations analysis.
J	Prior to implementing changes to Governor Drive between Regents Road and Greenwich Drive, ensure that time delays above the existing condition during morning and evening peak periods for vehicles traveling between Regents Road and Greenwich Drive are minimized.

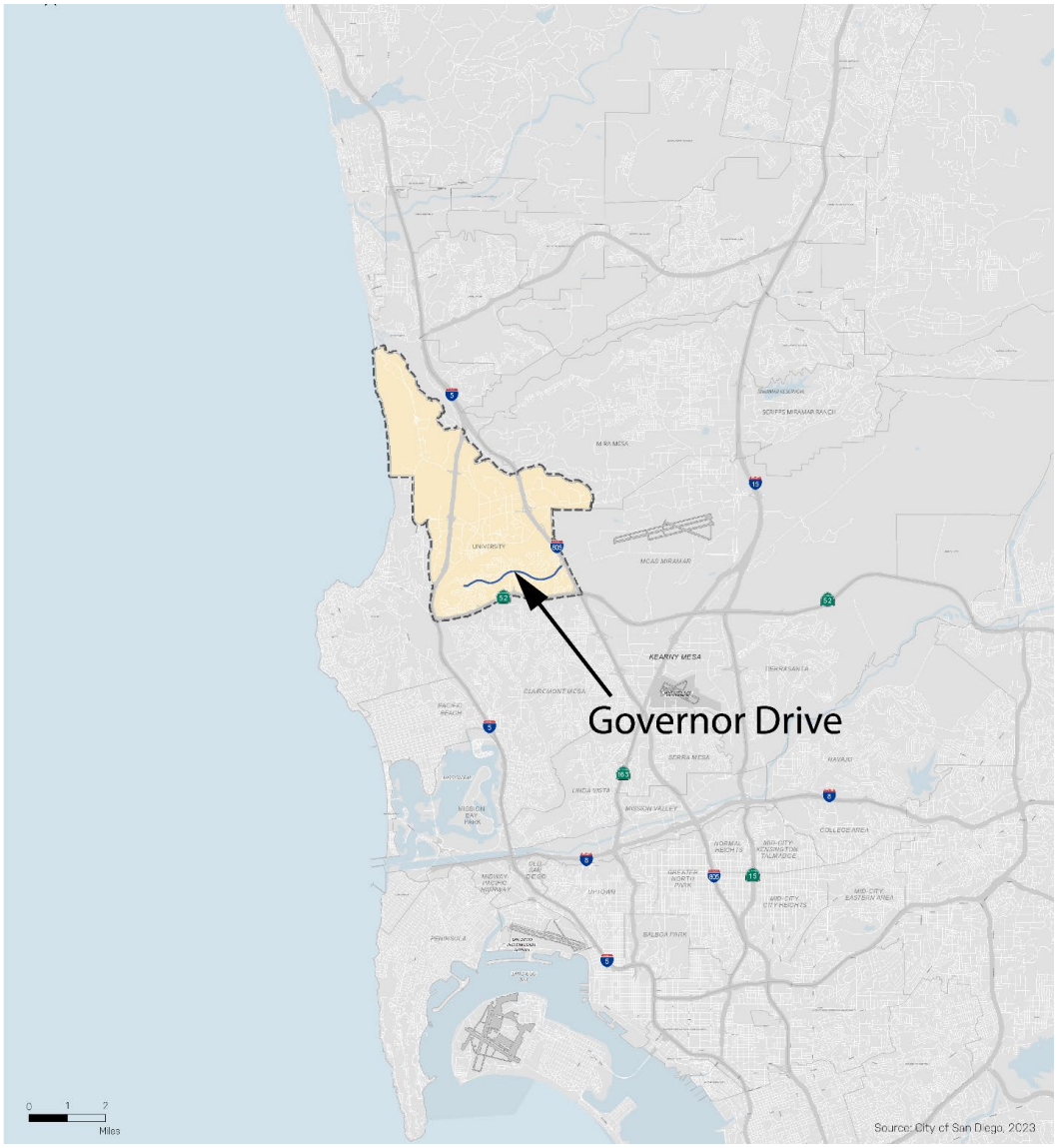
1.3 Project Location

Governor Drive is approximately 2.6 miles long between Stresemann Street and Greenwich Drive, which is immediately west of Interstate 805. **Figure 1-1** displays Governor Drive in the University Community Planning Area within the San Diego region.

1.4 Planned Mobility Improvements

The University Community Plan proposes to reduce the number of travel lanes from a 4-lane Major Arterial to a 2-lane Major Arterial on Governor Drive (West End to Greenwich Drive) to create a Complete Street consistent with City goals in the General Plan, CAP, Vision Zero, and Complete Streets Policy to encourage walking, biking, and taking transit. The Community Plan includes continuous buffered bike lanes along Governor Drive, enhanced pedestrian and intersection treatments, and traffic calming measures, while maintaining on-street parking. Other recommended improvements include a protected intersection at Genesee Avenue and Governor Drive. These last recommendations will require additional engineering evaluation, and design.

Figure 1-1 Regional Vicinity Map



2.0 Analysis Approach and Methodology

Level of Service (LOS) is the term used to denote the different operating conditions that occur on a given street under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis considering factors such as street geometries, signal phasing, speed, travel delay, and freedom to maneuver.

2.1 Street Segment Analysis

Street segment-level service standards and thresholds provide the basis for analyzing arterial street segment performance. This analysis is based on the functional classification of the street, the maximum capacity, street geometrics, and daily traffic volumes. **Table A-1**

in **Appendix A** summarizes the capacities for the various street classifications within the City of San Diego for each respective level of service. The capacities are expressed as average daily traffic volumes.

2.2 Intersection Analysis

Signalized and unsignalized intersection operations were analyzed using Synchro Studio 11 software, which is a traffic signal timing application that helps design, model, optimize, and animate intersections. The software used in the analysis uses the methodologies outlined in the *Highway Capacity Manual, 6th Edition*. The Highway Capacity Manual methodology calculates delay, which corresponds to a particular level of service, to describe the overall operation of an intersection. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time.

Signal timing data and parameters such as cycle lengths, splits, clearance intervals, etc. were based on existing City of San Diego timing plans that are currently implemented in the field and were calibrated for the analysis using the Synchro software. The signal timing plans are attached in **Appendix E**. The level of service for unsignalized intersections is determined by the computed or measured control delay and is refined for each minor movement. At a side-street stop control intersection, the delay reported represents the worst movement, which is typically the left-turns from the minor street approach. The criteria for the level of service grade designations are shown in **Table 2-2**.

Table 2-1 Level of Service Ranges

Level of Service	Level of Service Criteria (sec/veh)	
	Signalized Intersection	Unsignalized Intersections
A	Less than 10	Less than 10
B	10-20	10-15
C	20-35	15-25
D	35-55	25-35
E	55-80	35-50
F	Greater than 80	Greater than 50

Source: Highway Capacity Manual, 6th edition

The threshold for acceptable operating conditions for signalized and signalized intersections outside of a 0.5-mile path of travel from a major transit stop is level of service E, as addressed in the City's Transportation Study Manual.

2.3 Arterial Performance Analysis

Arterial Performance was analyzed using both Synchro and SimTraffic software for the proposed Governor Drive Complete Street improvements to simulate traffic flow using peak hour volumes to determine the average time spent by vehicles traversing the corridor, including signal control delay.

Signal timing data and parameters, such as cycle lengths, splits, clearance intervals, etc., were based on existing traffic signal timing plans that are currently implemented by traffic signals along Governor Drive and were calibrated into the Synchro model. The traffic signal timing plans are shown in **Appendix E**.

3.0 Governor Drive Existing Conditions

This section describes the existing street network, peak-hour and daily traffic volumes, and operations for the study area's intersections and street segments.

This Mobility Study addresses potential operational impacts that could result from the implementation of the planned mobility improvements along Governor Drive for both Alternative 1 and Alternative 2, as shown in **Figure 3-1**. This study was prepared in accordance with the City's Transportation Study Manual guidelines. The following signalized intersections, other controlled intersections, and street segments along Governor Drive are evaluated in this study:

Intersections

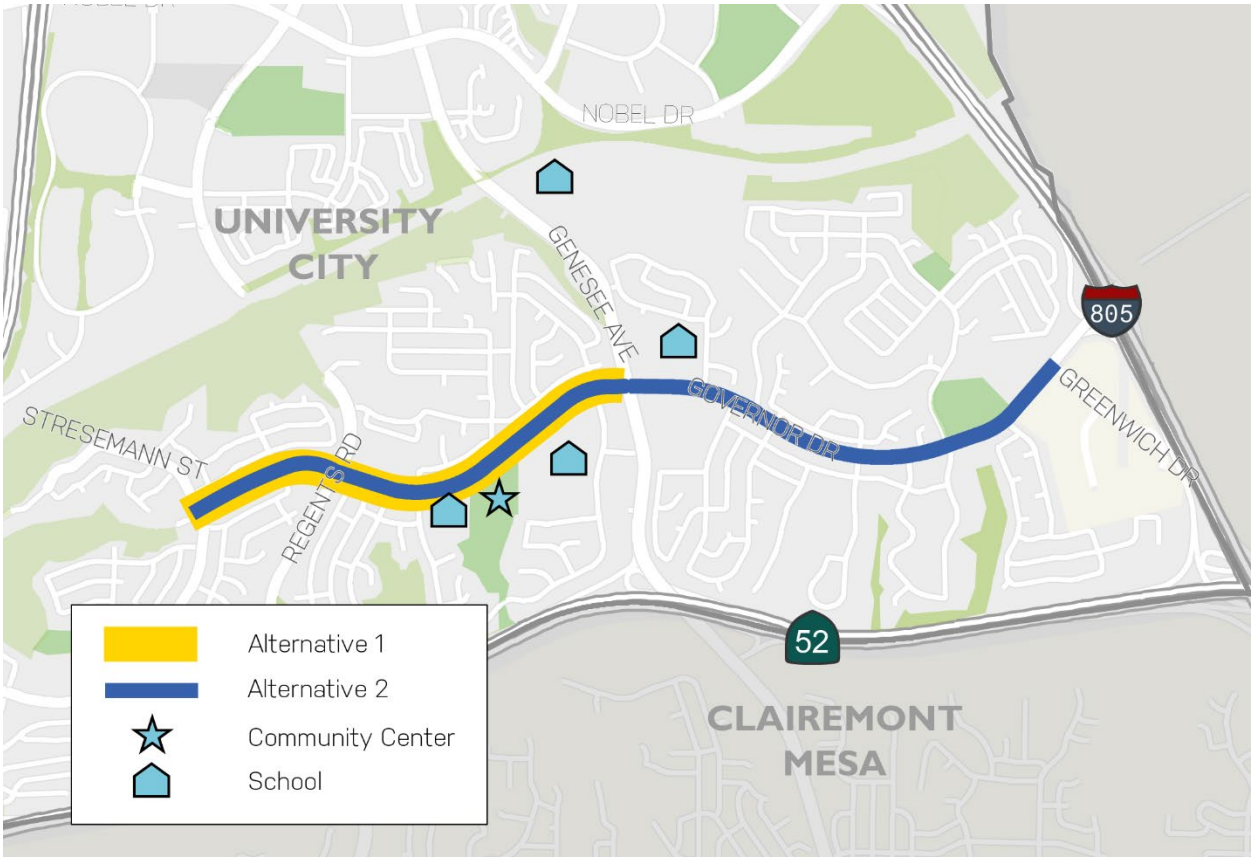
1. Greenwich Drive
2. Gullstrand Street
3. Agee Street
4. Edmonton Avenue
5. Genesee Avenue
6. Radcliffe Drive
7. Mercer Street
8. Stadium Street
9. Scripps Street
10. Regents Road
11. Stresemann Street*

*Note: Stresemann Street is coded as an all-way stop-controlled intersection in the Synchro model to study the intersection as the study area's western terminus point.

Roadway Segments

1. Between Interstate 805 Southbound Offramp and Erlanger Street
2. Between Erlanger Street and Edmonton Avenue
3. Between Edmonton Avenue and Genesee Avenue
4. Between Genesee Avenue and Mercer Street
5. Between Mercer Street and Regents Road
6. Between Regents Road and Stresemann Street

Figure 3-1 Study Area



3.1 Existing Conditions

Street Function: Governor Drive functions as a two-way east-west, 4-lane Major Arterial with raised medians, two-way left turn lanes, and a curb-to-curb width of approximately 68-80 feet. Cross-sections of the existing conditions facing eastbound are shown in **Figures 3-2** and **3-3**.

Speed Limit: The posted speed limit is 35 miles per hour. There are existing school zone posted speed limits of 25 miles per hour when children are present at the frontages of Curie Elementary School, Standley Middle School, and Spreckels Elementary School.

Street Parking: Parallel parking is available on both sides of the street along most segments of the roadway west of Gullstrand Street.

Pedestrian Facilities: Governor Drive is lined with sidewalks and curbs on both sides of the street for the entire length of the street.

Bicycle Facilities: Class II bike lanes (without a buffer) are partially present on both sides of the street on the eastern portion of Governor Drive between Genesee Avenue and Gullstrand Street. Class III bike route is present on both sides of the street for the segment

east of Kantor St. Governor Drive is a high-stress bicycle facility due to the high speeds, traffic volumes, and minimal infrastructure for people on bikes.

Figure 3-2 Existing Conditions Cross-Section between Greenwich Drive to Genesee Avenue

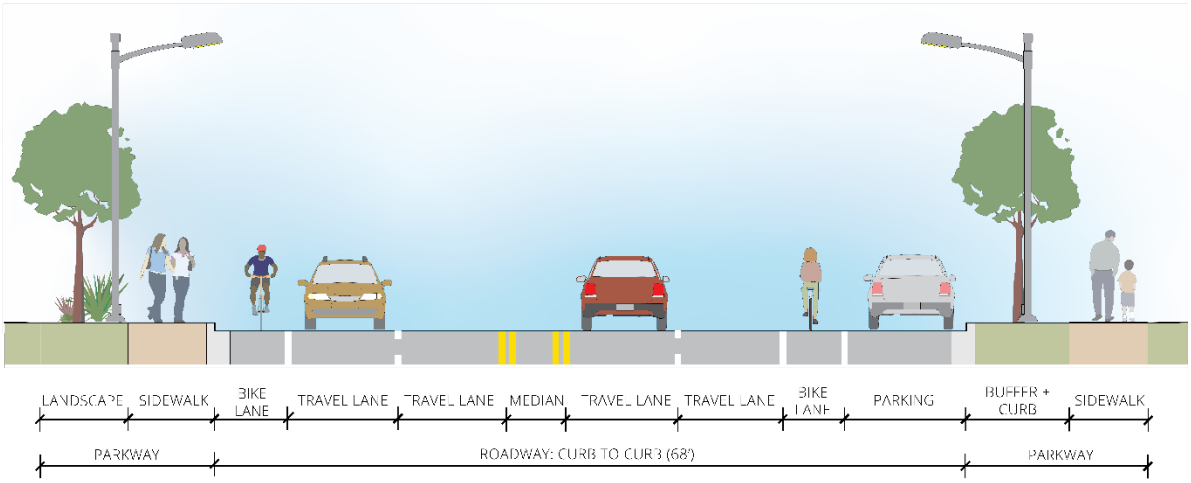
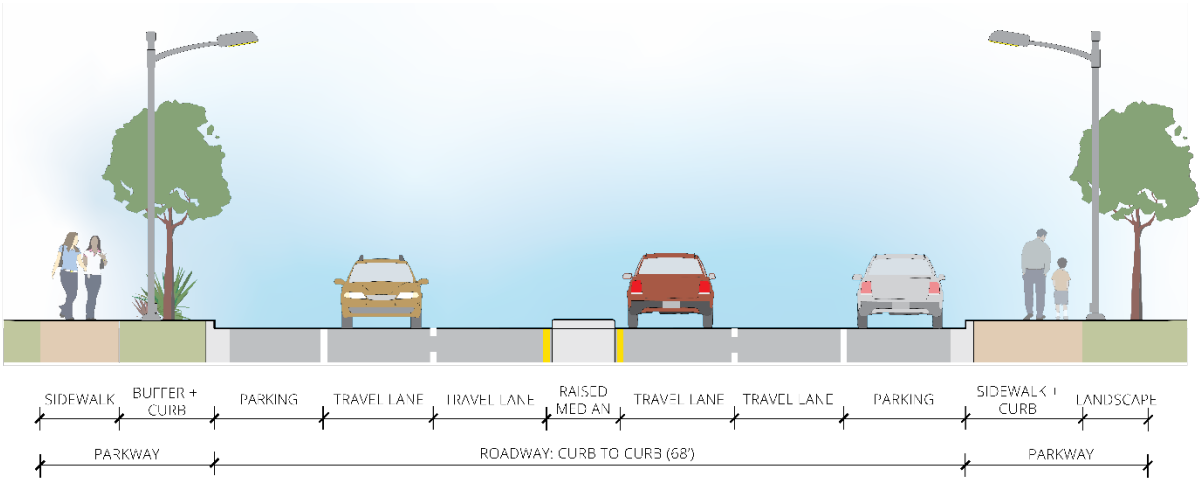


Figure 3-3 Existing Conditions Cross-Section between Genesee Avenue to Stresemann Street



Transit: Governor Drive is served by Bus Route 105: Old Town Transit Center – UTC Transit Center through Governor Drive between Genesee Avenue and Regents Road and has a 30-minute route headway.

Adjacent Land Use: The land use along Governor Drive contains multiple-unit and single-unit residential, school, retail and commercial services, places of worship, and office uses.

Adjacent Streets: The streets adjacent to Governor Drive are mostly low-stress streets.

Connectivity: Genesee Avenue provides the only points of connectivity to the northern portion of the University Community and the Clairemont Community and State Route 52 to the south. Access to Interstate 805 is provided at the eastern terminus of Governor Drive. The limited connections create high-stress pedestrian and bicycle barriers along Governor Drive.

3.2 Traffic Volume

Intersection counts were collected on Thursday, May 1, 2025. Morning peak hour counts were conducted between 7:00 am and 9:00 am, and evening peak hour counts were conducted between 2:00 pm and 6:00 pm. Traffic volumes for street segments along Governor Drive were collected on Tuesday, April 29, 2025, over a 24-hour period. These data were collected prior to the start of the water and sewer capital improvement projects along Governor Drive. Traffic speeds were recorded concurrently with traffic volumes. All data were collected while schools were in session and include school pick-up and drop-off periods for the three adjacent schools. A summary of the average daily traffic is shown in **Figure 3-4, 3-5, and 3-6**. More analysis on the traffic speeds along Governor Drive will be discussed in Section 6.0 Traffic Speed Analysis.

Figure 3-4 Existing Conditions Traffic Volumes between Genesee Avenue and Greenwich Drive

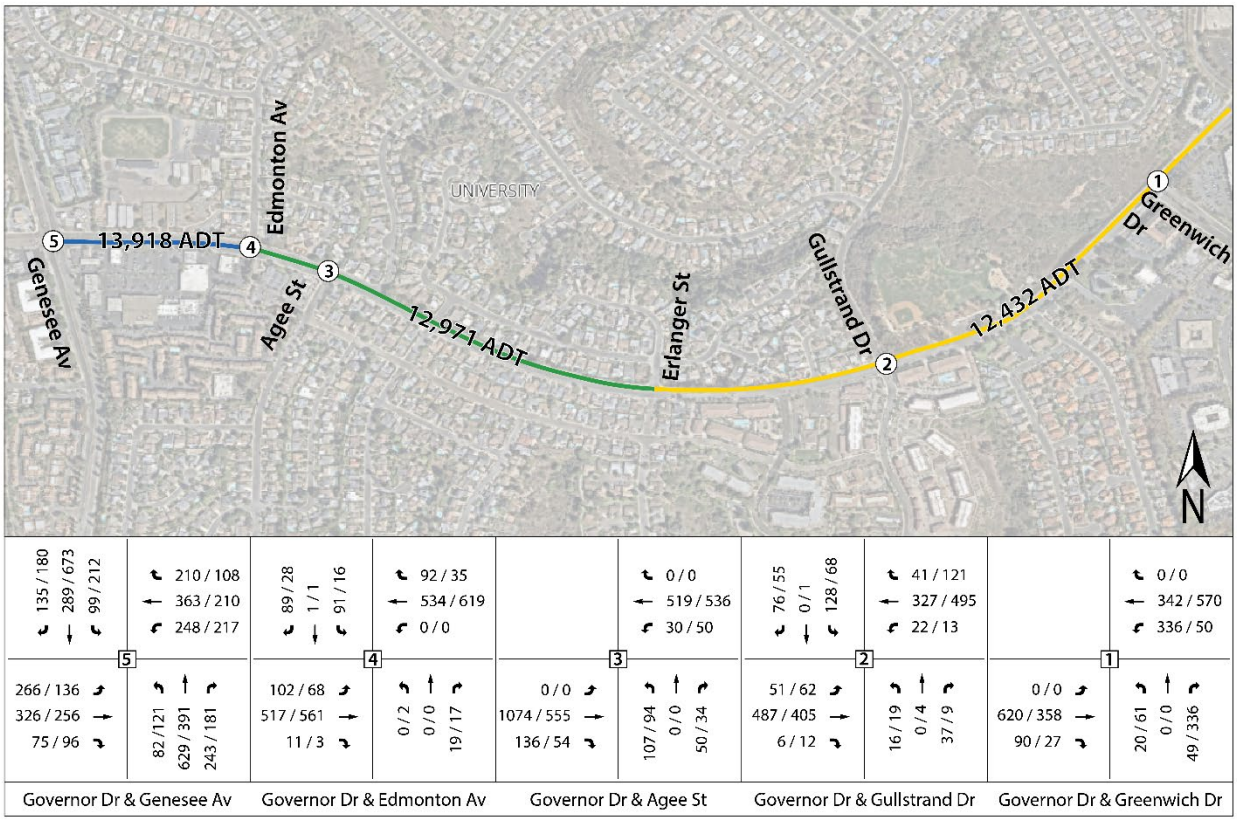


Figure 3-5 Existing Conditions Traffic Volumes between Regents Road and Genesee Avenue

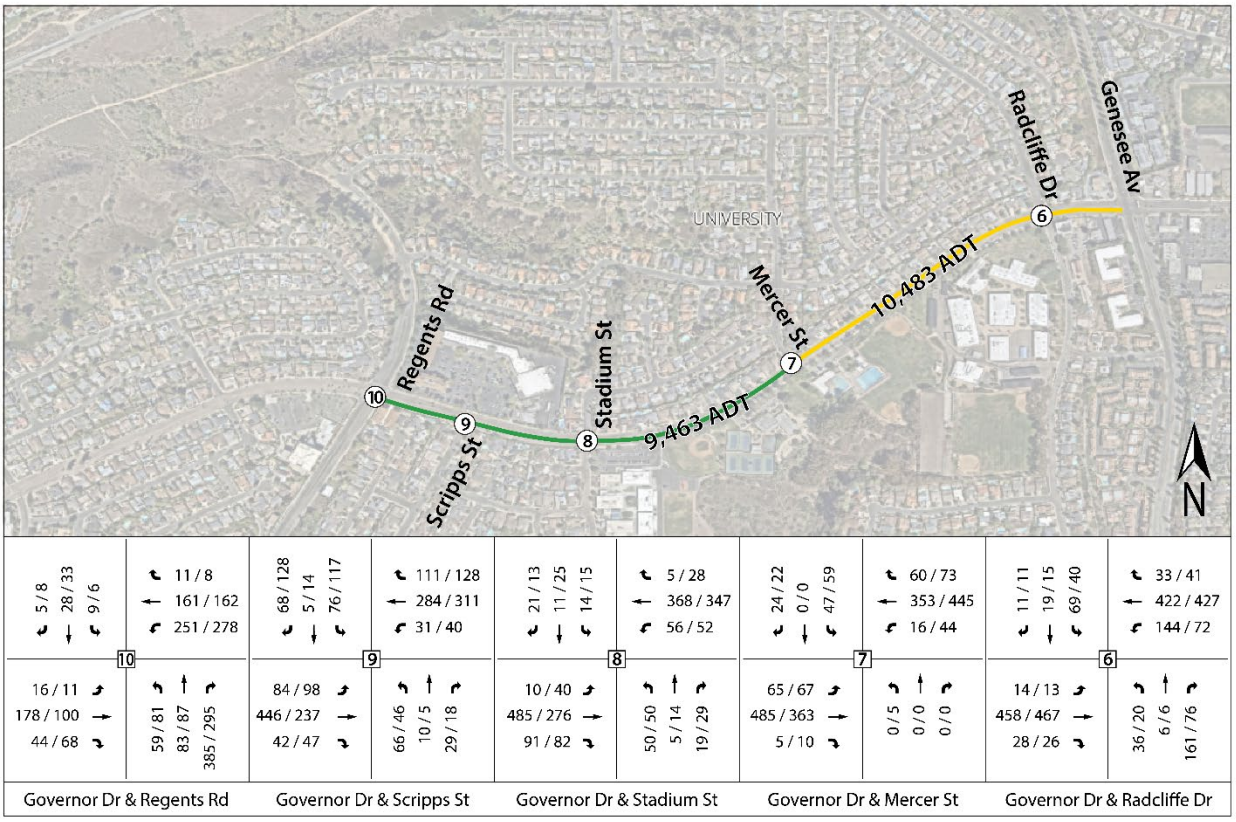
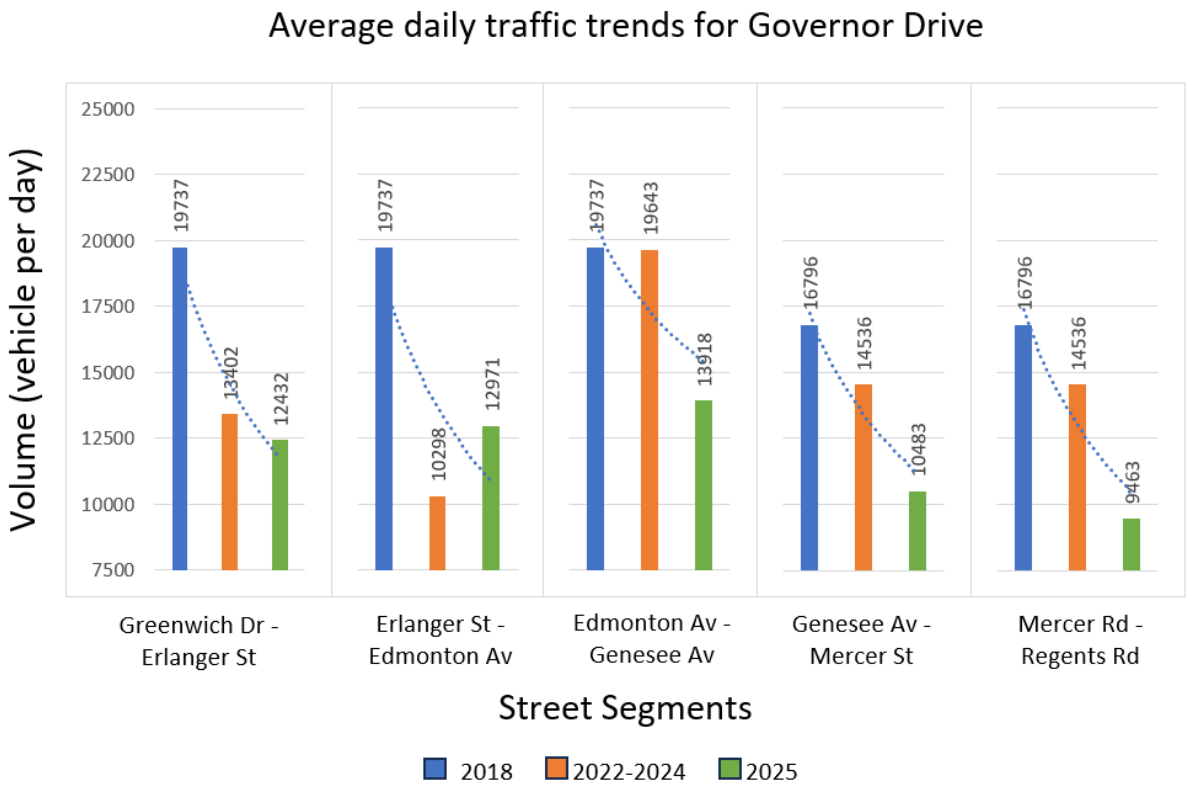


Figure 3-6 Existing Conditions Traffic Volumes between Stresemann Street and Regents Road

Figure 3-7 Average Daily Traffic Trends



A comparison of the average daily traffic from 2018 to 2025 reveals a consistent downward trend in vehicular volumes from available traffic data volumes, as shown in **Figure 3-7**. Traffic data was collected across three distinct time periods: A baseline from 2018 for the Existing Conditions Report of the University Community Plan update, various traffic data collections spanning 2022-2024, and the most recent data collection from 2025. The Existing Conditions Report did not include baseline volumes for the segment between Regents Road and Stresemann Street to compare volume trends. The volume reduction suggests a potential shift in travel behavior, such as influencing factors like increased remote work.

Appendix B contains the intersection and street segment count sheets used for the traffic volume data.

3.3 Street Segment Analysis

The street segments were analyzed using existing traffic counts shown on **Figures 3-4**, **3-5, and 3-6**. **Table 3-1** displays the level of service analysis for the street segments along Governor Drive under existing conditions. As shown in **Table 3-1**, all street segments operate at a level of service A.

Table 3-1 Existing Street Level of Service Summary

Street Segment	Street Classification (a)	LOS E Capacity	ADT (b)	V/C Ratio (c)	Level of Service
I-805 Off Ramp to Erlanger St	4 Lane Major Arterial	40,000	12,432	0.311	A
Erlanger St to Edmonton Ave	4 Lane Major Arterial	40,000	12,971	0.324	A
Edmonton Ave to Genesee Ave	4 Lane Major Arterial	40,000	13,918	0.348	A
Genesee Ave to Mercer St	4 Lane Major Arterial	40,000	10,483	0.262	A
Mercer St to Regents Rd	4 Lane Major Arterial	40,000	9,463	0.237	A
Regents Rd to Stresemann St	4 Lane Major Arterial	40,000	7,421	0.186	A

Notes:
(a) Street classifications are based on Table Appendix F-1 of the City of San Diego Transportation Study Manual
(b) Average Daily Traffic (ADT) volumes for the roadway segments per Appendix B Traffic Volume Data
(c) The v/c Ratio is calculated by dividing the average daily traffic volume by each respective roadway segment's capacity.

3.4 Intersection Analysis

The study intersections were analyzed using existing traffic counts, as shown on **Figures 3-2**, **3-3, and 3-4**.

Table 3-2 displays the level of service analysis results for the study area intersections under existing conditions. As shown in **Table 3-2**, all the study intersections operate at or above the minimum acceptable threshold of level of service E during the morning and evening peak hours. **Appendix C** contains the intersection level of service worksheets.

Table 3-2 Existing Peak Hour Intersection Level of Service Summary

#	Intersection	Traffic Control	Peak Hour	Existing 2025	
				Delay[1] (seconds)	Level of Service[2]
1	Governor Dr & Greenwich Dr	Signal	AM	12.0	B
			PM	10.9	B
2	Governor Dr & Gullstrand St	Signal	AM	15.2	B
			PM	13.0	B
3	Governor Dr & Agee St	Signal	AM	6.9	A
			PM	7.1	A
4	Governor Dr & Edmonton Ave	Signal	AM	10.7	B
			PM	6.7	A
5	Governor Dr & Genesee Ave	Signal	AM	22.3	C
			PM	**57.2**	**E**
6	Governor Dr & Radcliffe Dr	Signal	AM	14.2	B
			PM	8.9	A
7	Governor Dr & Mercer St	Signal	AM	6.6	A
			PM	9.3	B
8	Governor Dr & Stadium St	Signal	AM	9.9	A
			PM	8.8	A
9	Governor Dr & Scripps St	Signal	AM	11.0	B
			PM	11.0	B
10	Governor Dr & Regents Rd	Signal	AM	24.7	C
			PM	18.8	B
11	Governor Dr & Stresemann St	AWSC	AM	7.6	A
			PM	8.1	A

Notes:
Bold values indicate intersections operating at a level of service E or F.
ECL: Exceeds Calculable Limits. Reported when the delay exceeds 180 seconds.
AWSC: All-Way Stop Controlled
Peak Periods – Morning: AM; Evenings: PM

1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. Level of Service calculations for Intersections are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using the Synchro 11 software.

3.5 Arterial Performance Analysis

An arterial performance analysis was performed utilizing Synchro and SimTraffic software. The arterial performance analysis for both signalized and unsignalized intersections within the study area under existing conditions in **Table 3-3**. Under existing conditions, vehicle travel times across the corridor range from approximately 7.2 to 8.1 minutes. Due to software limitations associated with the Synchro software, travel time analysis for the segment between Regents Road and Stresemann Street, where the intersection for

Stresemann Street is unsignalized, was conducted separately from the signalized intersection travel time analysis. The SimTraffic software was used to evaluate this segment, and the results were incorporated into the overall corridor analysis between Genesee Avenue and Stresemann Street, as shown in **Table 3-3**. **Appendix D** contains the Synchro Arterial Reports.

Table 3-3 Existing Travel Time Summary

Corridor	Peak	Direction	Existing Travel Time (min)
Greenwich Dr to Genesee Ave	AM	Eastbound	3.55
		Westbound	3.46
	PM	Eastbound	4.18
		Westbound	3.98
Genesee Av to Stresemann St	AM	Eastbound	4.12
		Westbound	3.73
	PM	Eastbound	3.91
		Westbound	3.64
TOTAL Greenwich Dr to Stresemann St	AM	Eastbound	7.67
		Westbound	7.19
	PM	Eastbound	8.09
		Westbound	7.62

Notes: The travel times are reported from the Appendix D Synchro Arterial Reports for vehicles.
Peak Periods – Morning: AM; Evenings: PM

4.0 Alternative 1

This section summarizes the performance of intersections and street segments within the study area under existing conditions with the implementation of the Alternative 1.

4.1 Roadway Network

Alternative 1 would reduce the number of travel lanes from a 4-lane Major Arterial to a 2-Lane Major Arterial and install continuous buffered Class II bike lanes along Governor Drive from the Stresemann Street to Genesee Avenue, while maintaining on-street parking and loading zones. Cross-sections of Alternative 1 facing eastbound are shown in **Figures 4-1** and **4-2**.

Figure 4-1 Alternative 1 Cross-Section between Greenwich Drive to Genesee Avenue

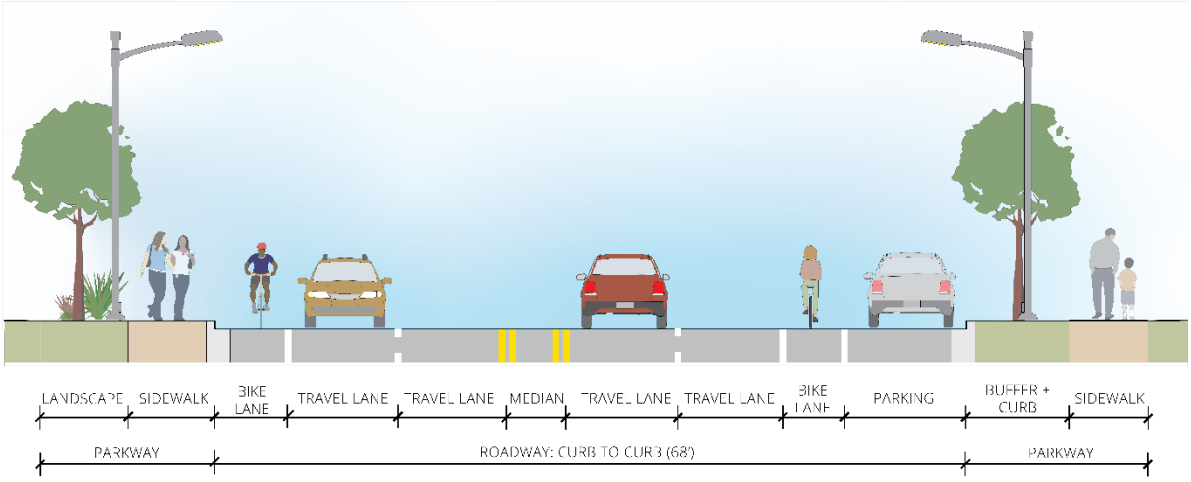
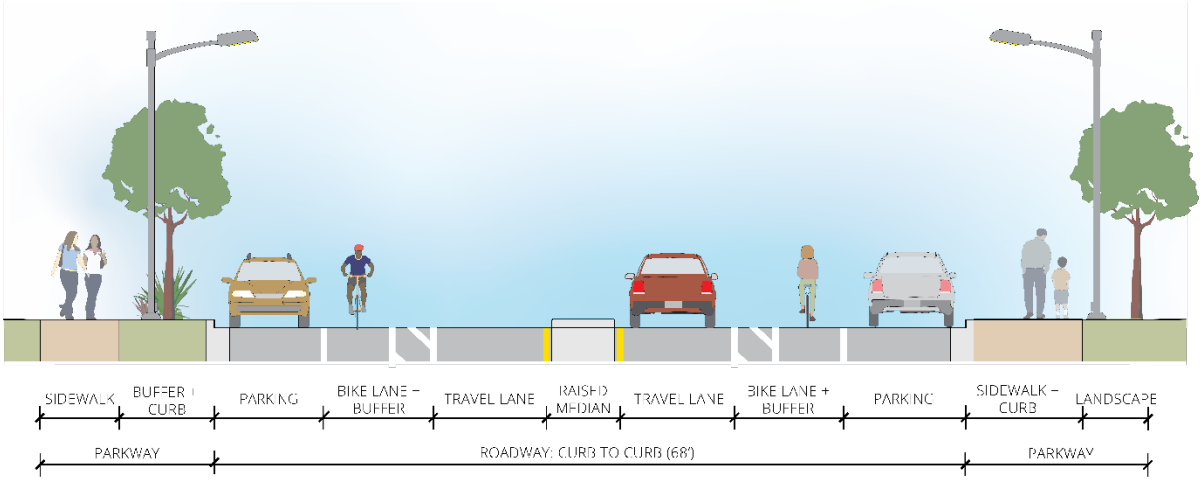


Figure 4-2 Alternative 1 Cross-Section between Genesee Avenue to Stresemann Street



4.2 Traffic Volumes

Traffic volumes from existing conditions were used to analyze Alternative 1. **Figures 3-4, 3-5, and 3-6** illustrate traffic volumes in the study area used for the Alternative 1. **Appendix B** contains the intersection and street segment count sheets for traffic volume data.

4.3 Roadway Segment Analysis

Table 4-1 displays the level of service analysis for the Governor Drive with Alternative 1. As shown in **Table 4-1**, while there is an anticipated decrease in the level of service for a single street segment, Alternative 1 would not decrease below an acceptable level of service along the street segments along Governor Drive.

Table 4-1 Alternative 1 Street Level of Service Summary

Street Segment	Street Classification (a)	LOS E Capacity	ADT (b)	V/C Ratio (c)	Existing LOS	Alt 1 LOS
I-805 Off Ramp to Erlanger St	4 Lane Major Arterial	40,000	12,432	0.311	A	A
Erlanger St to Edmonton Ave	4 Lane Major Arterial	40,000	12,971	0.324	A	A
Edmonton Ave to Genesee Ave	4 Lane Major Arterial	40,000	13,918	0.348	A	A
Genesee Ave to Radcliffe Dr	4 Lane Major Arterial	40,000	10,483	0.262	A	A
Radcliffe Dr to Mercer St	2 Lane Major Arterial	20,000	10,483	0.524	A	B
Mercer St to Regents Rd	2 Lane Major Arterial	20,000	9,463	0.473	A	A
Regents Rd to Stresemann St	2 Lane Major Arterial	20,000	7,421	0.371	A	A

Notes:

Greyed rows indicate segments that are not located within the water or sewer capital improvement projects.

Bold values indicate segments operating at a level of service E or F.

(a) Street classifications are based on Table Appendix F-1 of the City of San Diego Transportation Study Manual

(b) Average Daily Traffic (ADT) volumes for the street segments per Appendix B Traffic Volume Data

(c) The v/c Ratio is calculated by dividing the average daily traffic volume by each respective street segment's capacity.

4.4 Intersection Analysis

Intersection analysis was conducted for a total of 11 intersections. **Table 4-2** displays the level of service analysis results for the Governor Drive intersections with Alternative 1. As shown in **Table 4-2**, all the study intersections under the Alternative 1 would operates at or above the minimum acceptable threshold of level of service E during the morning and evening peak hours. Although the intersection roadway configuration at Genesee Avenue remains unchanged in Alternative 1, the marginal increased delay at Radcliffe Drive slows eastbound approach volumes due the mobility improvements and yields a marginal level of service benefits at the Genesee Avenue intersection. **Appendix C** contains the intersection level of service worksheets.

Table 4-2 Alternative 1 Intersection Level of Service Summary

#	Intersection	Traffic Control	Peak Hour	Existing 2025		Alternative 1		Change between Existing and Alt 1 (sec)
				Delay[1] (sec)	LOS [2]	Delay[1] (sec)	LOS[2]	
1	Governor Dr & Greenwich Dr	Signal	AM	12.0	B	12.0	B	-
			PM	10.9	B	10.9	B	-
2	Governor Dr & Gullstrand St	Signal	AM	15.2	B	15.2	B	-
			PM	13.0	B	13.0	B	-
3	Governor Dr & Agee St	Signal	AM	6.9	A	6.9	A	-
			PM	7.1	A	7.1	A	-
4	Governor Dr & Edmonton Av	Signal	AM	10.7	B	10.7	B	-
			PM	6.7	A	6.7	A	-
5	Governor Dr & Genesee Av	Signal	AM	22.3	C	22.3	C	
			PM	**57.2**	**E**	**57.1**	**E**	-0.1
6	Governor Dr & Radcliffe Dr	Signal	AM	14.2	B	16.0	B	1.8
			PM	8.9	A	9.8	A	0.9
7	Governor Dr & Mercer St	Signal	AM	6.6	A	10.1	B	3.5
			PM	9.3	B	10.4	B	1.1
8	Governor Dr & Stadium St	Signal	AM	9.9	A	12.0	B	2.1
			PM	8.8	A	10.0	B	1.2
9	Governor Dr & Scripps St	Signal	AM	11.0	B	13.1	B	2.1
			PM	11.0	B	12.6	B	1.6
10	Governor Dr & Regents Rd	Signal	AM	24.7	C	30.2	C	5.5
			PM	18.8	B	19.7	B	0.9
11	Governor Dr & Stresemann St	AWSC	AM	7.6	A	7.6	A	-
			PM	8.1	A	8.1	A	-

Notes:

Greyed rows indicate segments that are not located within the water or sewer capital improvement projects.

Bold values indicate segments operating at level of service E or F.

AWSC: All-Way Stop Controlled

Peak Periods – Morning: AM; Evenings: PM

ECL: Exceeds Calculable Limits. Reported when the delay exceeds 180 seconds.

1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. Level of Service calculations for intersections are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using the Synchro 11 software.

4.5 Arterial Performance Analysis

Table 4-3 shows the arterial performance analysis for the 10 signalized intersections and one side street stop-controlled intersection within the study area, based on peak-hour data implementing Alternative 1. Under the Alternative 1 scenario, vehicle travel times across the corridor range from approximately 7.4 to 8.3 minutes with the proposed striping

improvements for the Alternative 1 scenario. Due to software limitations associated with the Synchro software, travel time analysis for the segment between Regents Road and Stresemann Street, where the intersection for Stresemann Street is unsignalized, was conducted separately from the signalized intersection travel time analysis. The SimTraffic software was used to evaluate this segment, and the results were incorporated into the overall corridor analysis between Greenwich Drive and Stresemann Street in **Table 4-3**.

Appendix D contains the Synchro Arterial Reports.

Table 4-3 Alternative 1 Travel Time Summary

Corridor	Peak	Direction	Existing Conditions Travel Time (min)	Alternative 1 Travel Time (min)	Change between Existing and Alt 1 Travel Time (sec)
Greenwich Dr to Genesee Av	AM	Eastbound	3.55	3.55	-
		Westbound	3.46	3.46	-
	PM	Eastbound	4.18	4.18	-
		Westbound	3.98	3.98	-
Genesee Av to Stresemann St	AM	Eastbound	4.11	4.34	14
		Westbound	3.73	3.96	14
	PM	Eastbound	3.91	4.11	12
		Westbound	3.64	3.86	13
TOTAL Greenwich Dr to Stresemann St	AM	Eastbound	7.67	7.89	14
		Westbound	7.19	7.42	14
	PM	Eastbound	8.09	8.29	12
		Westbound	7.62	7.84	13

Notes:
Greyed rows indicate segments that are not located within the water or sewer capital improvement projects.
Peak Periods – Morning: AM; Evenings: PM

5.0 Alternative 2

This section provides a summary of operations at the study area intersections and street segments under existing conditions with the implementation of Alternative 2.

5.1 Street Network

The University Community Plan recommends reducing the number of travel lanes from a 4-lane Major Arterial to a 2-lane Major Arterial on Governor Drive between Stresemann Street and Greenwich Drive. Under the Alternative 2, Governor Drive would be reconfigured to include the lane reconfiguration and continuous buffered Class II bike lanes along Governor Drive from Stresemann Street to Greenwich Drive, while maintaining the on-street parking

and loading zones. Cross-sections of Alternative 2 facing eastbound are shown in **Figures 5-1** and **5-2**.

Figure 5-1 Alternative 2 Cross-Section between Greenwich Drive to Genesee Avenue

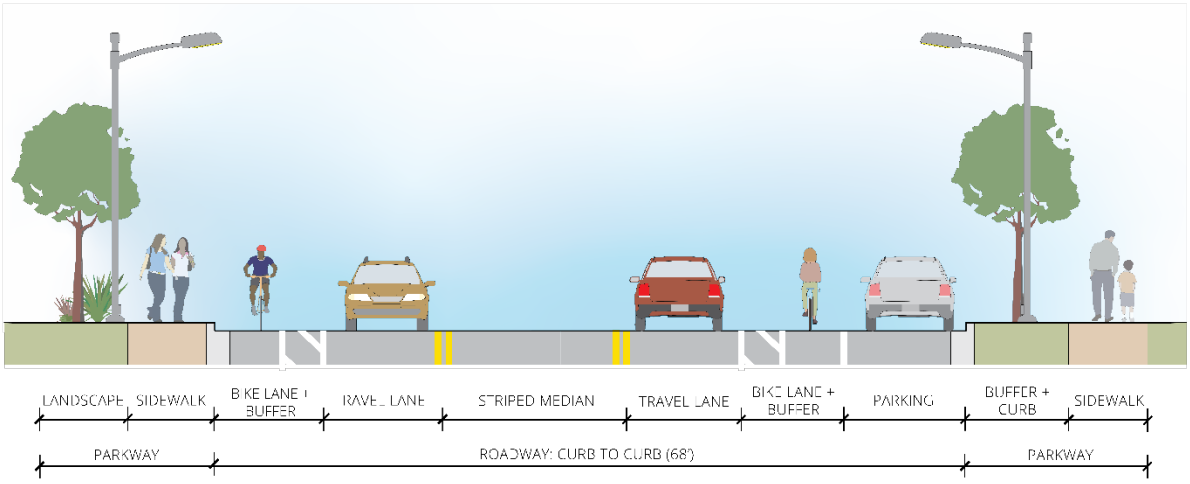
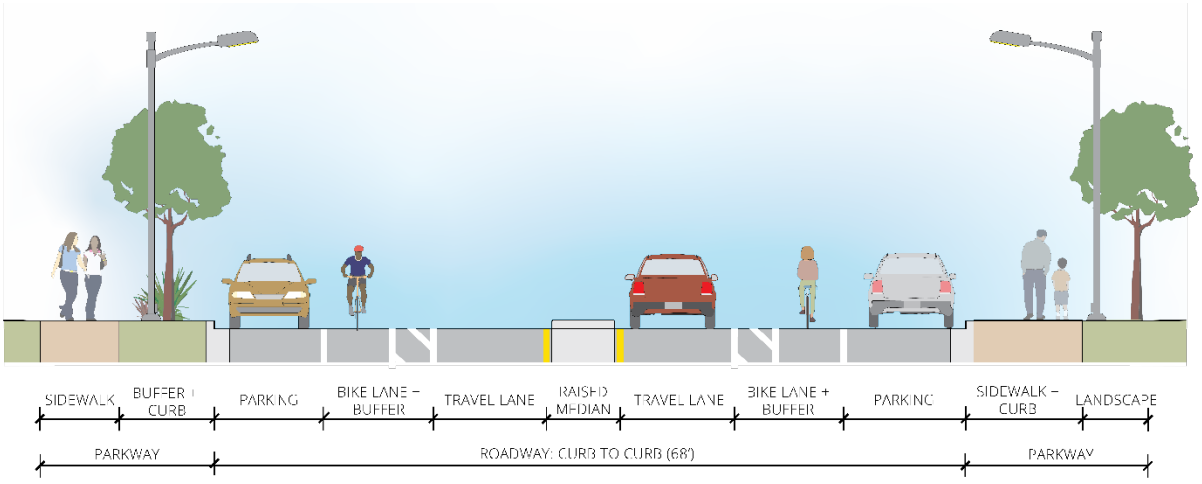


Figure 5-2 Alternative 2 Cross-Section between Genesee Avenue to Stresemann Street



5.2 Traffic Volumes

Traffic volumes from existing conditions were used to analyze Alternative 2 in the study area. **Figures 3-4, 3-5, and 3-6** illustrate traffic volumes in the study area used for Alternative 2. **Appendix B** contains the intersection and street segment count sheets for the traffic volume data.

5.3 Street Segment Analysis

Table 5-1 displays the level of service analysis for the Governor Drive segments under the Alternative 2 scenario. As shown in the **Table 5-1**, while there is an anticipated decrease in the level of service for one of the street segments, Alternative 2 would not reduce any of the street segments below the acceptable levels of level of service within the study area.

Table 5-1 Alternative 2 Street Level of Service Summary

Street Segment	Street Classification (a)	LOS E Capacity	ADT (b)	V/C Ratio (c)	Existing LOS	Alt 2 LOS
I-805 Off Ramp to Erlanger St	2 Lane Major Arterial	20,000	12,432	0.622	A	A
Erlanger St to Edmonton Ave	2 Lane Major Arterial	20,000	12,971	0.649	A	A
Edmonton Ave to Genesee Ave	2 Lane Major Arterial	20,000	13,918	0.696	A	A
Genesee Ave to Mercer St	2 Lane Major Arterial	20,000	10,483	0.524	A	B
Mercer St to Regents Rd	2 Lane Major Arterial	20,000	9,463	0.473	A	A
Regents Rd to Stresemann St	2 Lane Major Arterial	20,000	7,421	0.371	A	A

Notes:

Bold values indicate segments operating at a level of service E or LOS F.

(a) Street classifications are based on Table Appendix F-1 of the City of San Diego Transportation Study Manual

(b) Average Daily Traffic (ADT) volumes for the street segments per Appendix B Traffic Volume Data

(c) The v/c Ratio is calculated by dividing the average daily traffic volume by each respective street segment's capacity.

5.4 Intersection Analysis

Intersection analysis results are provided for a total of 11 intersections. **Table 5-2** shows the level of service analysis results for the study area intersections for Alternative 2. As shown in **Table 5-2**, all the study intersections for Alternative 2 operate at or above the minimum acceptable thresholds of level of service E during the morning and evening peak hours. **Appendix C** contains the intersection level of service worksheets.

Table 5-2 Alternative 2 Intersection Level of Service Summary

#	Intersection	Traffic Control	Peak Hour	Existing 2025		Alternative 2		Change between Existing and Alt 2 (sec)
				Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1	Governor Drive & Greenwich Drive	Signal	AM	12.0	B	14.1	B	2.1
			PM	10.9	B	18.3	B	7.4
2	Governor Drive & Gullstrand Street	Signal	AM	15.2	B	13.1	B	-2.1
			PM	13.0	B	21.2	C	8.2
3	Governor Drive & Agee Street	Signal	AM	6.9	A	7.9	A	1.0
			PM	7.1	A	7.9	A	0.8
4	Governor Drive & Edmonton Avenue	Signal	AM	10.7	B	12.4	B	1.7
			PM	6.7	A	7.9	A	1.2
5	Governor Drive & Genesee Avenue	Signal	AM	22.3	C	26.4	C	4.1
			PM	**57.2**	**E**	**60.8**	**E**	**3.6**
6	Governor Drive & Radcliffe Drive	Signal	AM	14.2	B	15.9	B	1.7
			PM	8.9	A	10.2	B	1.3
7	Governor Drive & Mercer Street	Signal	AM	6.6	A	10.1	B	3.5
			PM	9.3	B	10.4	B	1.1
8	Governor Drive & Stadium Street	Signal	AM	9.9	A	12.0	B	2.1
			PM	8.8	A	10.0	B	1.2
9	Governor Drive & Scripps Street	Signal	AM	11.0	B	13.1	B	2.1
			PM	11.0	B	12.6	B	1.6
10	Governor Drive & Regents Road	Signal	AM	24.7	C	30.2	C	5.5
			PM	18.8	B	19.7	B	0.9
11	Governor Drive & Stresemann St	AWSC	AM	7.6	A	7.6	A	-
			PM	8.1	A	8.1	A	-

Notes:
Bold values indicate roadway segments operating at a level of service E or F.
AWSC: All-Way Stop Controlled
Peak Periods – Morning: AM; Evenings: PM
ECL: Exceeds Calculable Limits. Reported when the delay exceeds 180 seconds.

1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. Level of service calculations for Intersections are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using the Synchro 11 software.

5.5 Arterial Performance Analysis

Table 5-3 displays the arterial performance analysis for the 10 signalized intersections and one side street stop-controlled intersection within the study area, based on peak hour data and incorporating the improvements from the University Community Plan. Under Alternative 2, vehicle travel times across the corridor range from approximately 7.8 to 8.9 minutes. Due to software limitations associated with the Synchro software, travel time analysis for the

segment between Regents Road and Stresemann Street, where the intersection for Stresemann Street is unsignalized, was conducted separately from the signalized intersection travel time analysis. The SimTraffic software was used to evaluate this segment, and the results were incorporated into the overall corridor analysis between Greenwich Drive and Stresemann Street, as shown in **Table 5-3**. **Appendix D** contains the Synchro Arterial Reports.

Table 5-3 Alternative 2 Travel Time Summary

Corridor	Peak	Direction	Existing Conditions	Alternative 2	Change between Existing and Alt 2
			Travel Time (min)	Travel Time (min)	Travel Time (sec)
Greenwich Dr to Genesee Ave	AM	Eastbound	3.55	3.78	14
		Westbound	3.46	3.81	21
	PM	Eastbound	4.18	4.81	38
		Westbound	3.98	4.56	35
Genesee Ave to Stresemann St	AM	Eastbound	4.12	4.34	13
		Westbound	3.73	4.02	17
	PM	Eastbound	3.91	4.10	12
		Westbound	3.64	3.89	15
TOTAL Greenwich Dr to Stresemann St	AM	Eastbound	7.67	8.12	27
		Westbound	7.19	7.83	38
	PM	Eastbound	8.09	8.91	50
		Westbound	7.62	8.45	50

Note:
Peak Periods – Morning: AM; Evenings: PM

6.0 Traffic Speed Analysis

The posted speed limit along Governor Drive is 35 miles per hour. There are also existing school zone posted speed limits of 25 miles per hour when children are present at Curie Elementary School, Standley Middle School, and Spreckels Elementary School frontages.

Individual 24-hour traffic volume and speed studies were conducted at six segments along Governor Drive. Detailed 85th percentile speeds and corresponding traffic volumes are provided in **Appendix B**, with a summary in **Table 6-1**.

Table 6-1 Traffic Speed Data

Street Segment	Posted Speed Limit	Eastbound 85th Percentile Speeds (miles per hour)	Westbound 85th Percentile Speeds (miles per hour)	Average Daily Traffic
I-805 Off Ramp to Erlanger St	35	40	39	12,432
Erlanger St to Edmonton Ave	35	40	39	12,971
Edmonton Ave to Genesee Ave	35	34	34	13,918
Genesee Ave to Mercer St	35	39	41	10,483
Mercer St to Regents Rd	35	35	32	9,463
Regents Rd to Stresemann St	35	35	32	7,421

This traffic speed review describes the 85th percentile speed, which represents the speeds at or below which 85 percent of observed vehicles are traveling. This metric is used to evaluate speeding concerns and determine whether traffic calming measures may be warranted. While the 85th percentile speeds indicate that there are vehicles observed traveling above the posted speed limit, the speeds remain below the City's 10 mile per hour threshold over the posted speed limit to qualify for additional traffic calming measures at this time, as shown in **Table 6-1**. For locations that do not meet the criteria for traffic calming measures, police enforcement would typically be recommended.

However, existing traffic calming measures are already present along Governor Drive and were implemented to address prior speeding concerns based on a similar evaluation. The installed devices are intended to encourage lower operating speeds at the following locations:

- Electronic Vehicle Feedback (V-Calm) Sign installed at Erlanger Street for the westbound direction traffic.
- Electronic Vehicle Feedback (V-Calm) Sign installed at Cozzens Street for the eastbound direction traffic.
- Electronic Vehicle Feedback (V-Calm) Sign installed just east of Spreckels Elementary for the eastbound direction traffic.

As part of the City's Comprehensive Speed Management Plan, Governor Drive between Genesee Avenue and Regents Road is eligible for potential 5 mph speed limit reduction from the posted speed limit of 35 mph to 30 mph under state law as a result from Assembly Bills 43, 382, and 1938. This segment qualifies as a safety corridor based on the criteria as outlined in Assembly Bill 43.

In addition, the lane reduction treatments proposed in Alternatives 1 and 2 could lower operating speeds by repurposing existing right-of-way for the proposed bike lanes.

Additionally, the new roadway design could reduce speed differentials and minimize vehicle conflict points.

7.0 Parking and Site Access

The removal of parking is not necessary for the implementation of either Alternative 1 or 2. The removal of parking is not anticipated for daylighting requirements per Assembly Bill 413 (2023) at intersections with marked or unmarked crosswalks, as the existing red curb provides sufficient clearances. Driveway site access is also expected to remain unaffected.

The surrounding land uses include residential, places of worship, schools, office, commercial services, and retail with off-street parking. To assess potential impacts to school access associated with both Alternative 1 and Alternative 2, the school pick-up and drop-off operations were observed at Curie Elementary School, Standley Middle School, and Spreckels Elementary School during both the morning and afternoon school drop-off and pick-up periods. The morning drop-off periods for the three schools range from 7:45 am to 8:55 am and the afternoon pick-up periods range from 2:10 pm to 3:25 pm. Observations were conducted on December 4, 2025 for the 2025-2026 school year, when the street was returned to its original 4-lane configuration following construction and all schools were in session.

An operations analysis was conducted for all three school locations. Existing operations for pick-up and drop-off timeframes were steady and orderly, with traffic flowing as expected into and out of designated school pick-up/drop-off locations and adjacent parking aisles. Minimal to no traffic delays were observed for through traffic along Governor Drive. Queuing on the side streets fronting the schools typically operated as expected and did not spill over into Governor Drive, clearing with minimal to no impact. Instances of double parking, mid-block stopping, or the blocking of the travel lane were not observed. Standley Middle School experienced some queuing west of Radcliffe Drive due to eastbound congestion from the eastbound left turn pocket on Governor Drive and Genesee Avenue. However, this spillback cleared once the left-turn phase was served.

Standley Middle has no active Safety Patrol on the fronting side street or Governor Drive for this location. School bus operations at Standley Middle occurred within the school parking lot and functioned as expected.

Spreckels Elementary has active Safety Patrols along the fronting side streets. School bus operations at Spreckels Elementary occurred within the designated “No Stopping Except School Buses” zones and functioned as expected. There is a right turn restriction for northbound traffic for Stadium Street onto Governor Drive with a “No Right Turn on Red between 7 am – 4 pm” and a U-turn restriction for the westbound traffic at the Stadium Street and Governor Drive.

Curie Elementary has active Safety Patrols along the fronting side streets. Curie Elementary does not have any active school bus service.

8.0 Emergency Access

Emergency Access was evaluated along Governor Drive, which is designated by the San Diego Fire-Rescue Department as an emergency response route. Fire Station 50 primarily serves the southern portion of the University community plan area. Major evacuation routes for Governor Drive include Interstate 805, Genesee Avenue, and Regents Road in the southbound direction.

It is anticipated that buffered bike lanes would maintain the same footprint as the existing travel lane widths. No physical barriers are proposed in Alternatives 1 or 2; therefore, emergency vehicles would retain access to the full existing curb-to-curb roadway width. In emergency-situations, traffic routing could be redirected to operate in a single direction away from a hazard as needed. Additionally, pursuant to California Vehicle Code requirements, motorists must yield to emergency vehicles with flashing lights and sirens by moving to the right-hand curb. Buffered bike lanes provide a flexible area that allows vehicles to pull over, thereby facilitating emergency vehicle passage. As a result, the proposed improvements would not impede emergency response or evacuation operations along Governor Drive.

9.0 Summary

This mobility study was conducted to evaluate the potential implementation of Complete Streets improvements on Governor Drive as identified in the University Community Plan. Two alternatives were evaluated:

- **Alternative 1: Two Lane Configuration West of Genesee Avenue**. This alternative would reduce the number of travel lanes on Governor Drive between Stresemann Street and Genesee Avenue from a 4-lane Major Arterial to a 2-lane Major Arterial and install continuous buffered Class II bike lanes. This alternative would maintain the existing 4-lane Major Arterial configuration east of Genesee Avenue with existing standard Class II bike lanes and Class III bike route.

- **Alternative 2: Two Lane Configuration Throughout**. This alternative would reduce the number of travel lanes on Governor Dr between Stresemann Street and Greenwich Drive (immediately west of Interstate 805) from a 4-lane Major Arterial to a 2-lane Major Arterial and install continuous buffered Class II bike lanes.

Both alternatives are consistent with the General Plan, Climate Action Plan, Vision Zero Strategy, and Complete Streets Council Policy that encourage walking, biking, and taking transit. Both alternatives are also consistent with the adopted University Community Plan

which emphasizes a balanced, multimodal transportation network with convenient connections to complement proposed higher density, mixed used developments.

9.1 Street Segment Analysis

The traffic capacity analysis in this study evaluates the impacts of Alternative 1 and Alternative 2 on street segment travel time delay. Currently, it takes from 7.2 to 8.1minutes to travel by vehicle on Governor Drive from Stresemann Street and Greenwich Drive.

Alternative 1: With the implementation of Alternative 1, all street segments would operate at a level of service C or better. The proposed striping improvements for Alternative 1 could add **12 to 14 seconds of travel time delay**, as shown in **Table 9-1**.

Alternative 2: With implementation of the Alternative 2, all street segments would operate at a level of service C or better. The proposed striping improvements for Alternative 2 could add **27 to 50 seconds of travel time delay**, as shown in **Table 9-1**.

Governor Drive does not have any planned transit lanes, therefore the existing bus route between Genesee Avenue and Regents Road would need to utilize the general-purpose lanes with other vehicles and be subject to the same travel time delays of **12 to 14 seconds of travel time delay** for the morning and evening peak hours presented in **Table 9-1**.

Table 9-1 Total Travel Delay Summary

Alternate Project Scenario	Project Extents	Peak	Direction	Total Travel Delay (sec)
Alternative 1: 4 to 2 Lane Conversion West of Genesee Ave	Genesee Av to Stresemann St	AM	Eastbound	14
			Westbound	14
		PM	Eastbound	12
			Westbound	13
Alternative 2: 4 to 2 Lane Conversion Entire Extent	Greenwich Dr to Stresemann St	AM	Eastbound	27
			Westbound	38
		PM	Eastbound	50
			Westbound	50

Note: Peak Periods – Morning: AM; Evenings: PM

9.2 Intersection Analysis

The intersection analysis in this study evaluates the impacts of the Alternative 1 and Alternative 2 on operations at the intersections. All study intersections for both alternatives operate at or above the minimum acceptable threshold of level of service E during the morning and evening peak hours.

9.3 Pedestrian and Bicycle Analysis

Based on previous analyses in the University Community Plan Mobility Technical Report, the Pedestrian Environmental Quality Evaluation (PEQE) showed an improvement in pedestrian experience on Governor Drive from "medium" to "high" score at all intersection crossings based on planned physical and operational improvements. The implementation of the Class II buffered bike lanes as part of Alternative 1 or Alternative 2 would reduce the Bicycle Level of Traffic Stress from BLTS 4 (high stress) to 1-2 (low-medium stress).

9.4 Traffic Speed Assessment

The traffic speed analysis in this study evaluates the impact of the Alternative 1 and Alternative 2 of vehicle speeds along Governor Drive. Based on the 85th percentile speeds collected, there were observed vehicle speeds above the posted speed limit of 35 miles per hour. The implementation of either Alternative 1 or Alternative 2 would encourage lower operating speeds by reallocated roadway space for other uses, such as bike lanes, reducing speed differential, and minimizing vehicle conflict points.

9.5 Passenger Loading Activities Assessment

The implementation of either Alternative 1 or Alternative 2 would not result in a reduction or loss of parking spaces, loading zones, or driveway site access. As observed, existing pick-up and drop-off activities for the schools do not generate queuing on Governor Drive. All expected weaving and merging along Governor Drive due to drivers entering and exiting in front of the schools were orderly and had minimal impacts on traffic flow. Curb access, as it is currently, is expected to provide adequate performance, and no congestion impacts specific to school traffic are anticipated with the implementation of either Alternative 1 or Alternative 2.

Future marked passenger loading zones on Governor Drive fronting Standley Middle School and Spreckels Elementary School could be implemented later, with or after the implementation of either Alternative 1 or Alternative 2. Existing and future loading zones could be observed following the implementation of either Alternative 1 or Alternative 2 to address any queuing, weaving and merging issues.

9.6 Emergency Vehicle Access Assessment

The emergency vehicle access assessment in this study evaluates the impact of the Alternative 1 and Alternative 2 of emergency access along Governor Drive. The implementation of either Alternative 1 or Alternative 2 would not impede emergency response or evacuation operations along Governor Drive.

Appendix A

Street Classifications, Level of Service, and Average Daily Traffic

Table A-1 Roadway Classifications, Level of Service, and Average Daily Traffic

Roadway Functional Classification	Lanes	Level of Service and Roadway Capacities				
		A	B	C	D	E
Expressway	8	40,000	56,000	80,000	93,500	107,000
Expressway	7	35,000	49,000	70,000	82,000	93,000
Expressway	6	30,000	42,000	60,000	70,000	80,000
Prime Arterial [1]	8	35,000	50,000	70,000	75,000	80,000
Prime Arterial [1]	7	30,000	42,000	60,000	65,000	70,000
Prime Arterial	6	25,000	35,000	50,000	55,000	60,000
Prime Arterial [10]	5	20,000	28,000	40,000	45,000	50,000
Prime Arterial [11]	4	17,500	24,500	35,000	40,000	45,000
Major Arterial [2]	7	22,500	31,500	45,000	50,000	55,000
Major Arterial	6	20,000	28,000	40,000	45,000	50,000
Major Arterial [3]	5	17,500	24,500	35,000	40,000	45,000
Major Arterial	4	15,000	21,000	30,000	35,000	40,000
Major Arterial	3	11,250	15,750	22,500	26,250	30,000
Major Arterial	2	7,500	10,500	15,000	17,500	20,000
Major Arterial (one-way) [4]	3	12,500	16,500	22,500	25,000	27,500
Major Arterial (one-way) [5]	2	10,000	13,000	17,500	20,000	22,500
Collector with TWLTL	5	12,500	17,500	25,000	30,750	37,500
Collector with TWLTL	4	10,000	14,000	20,000	25,000	30,000
Collector with TWLTL	3	7,500	10,500	15,000	18,750	22,500
Collector with TWLTL	2	5,000	7,000	10,000	13,000	15,000
Collector	4	5,000	7,000	10,000	13,000	15,000
Collector [6]	3	4,000	5,000	7,500	10,000	11,000
Collector	2	2,500	3,500	5,000	6,500	8,000
Collector (with no fronting property)	2	4,000	5,500	7,500	9,000	10,000
Collector (one-way) [7]	3	11,000	14,000	19,000	22,500	26,000
Collector (one-way) [8]	2	7,500	9,500	12,500	15,500	17,500
Collector (one-way) [9]	1	2,500	3,500	5,000	6,500	7,500
Sub-collector	2	-	-	2,200	-	-

Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

1. Calculated assuming that each additional lane above a 6-Ln Arterial adds 5,000 ADT for LOS A, 7,500 ADT for LOS B and 10,000 ADT for LOS C, D, and E
2. Calculated assuming that ADT is 1/2 way between steps of a 6-Ln Major Arterial & 6 Ln Prime Arterial

3. Calculated assuming that ADT is 1/2 way between steps of a 4-Ln Major Arterial & 6 Ln Major Arterial
4. Calculated using: Capacity = 0.5 (6-Ln Major (2-way) + Added Capacity of 2,500 ADT)
5. Calculated using: Capacity = 0.5 (4-Ln Major (2-way) + Added Capacity of 2,500 ADT)
6. Calculated using: Capacity = 4-Ln Collector (no center lane) * (3/4)
7. Calculated using: Capacity = 2-Ln Collector (one-way) * (3/2)
8. Calculated using: Capacity = 0.5 (4-Ln Collector w/continuous left turn lane) + Added Capacity of 2,500 ADT)
9. Calculated using: Capacity = 0.5 (2-Ln Collector w/ continuous left turn lane). Capacity took into account parking friction from both sides of roadway
10. Calculated by applying same differences between 8-Ln Prime & 7-Ln Prime & 7-Ln Prime & 6-Ln Prime
11. Calculated assuming ratio between 6-Ln Prime & 6-Ln Major applied to 4-Ln Major

Source: City of San Diego's Transportation Study Manual, 2022

Appendix B

Traffic Volume Data

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Summary

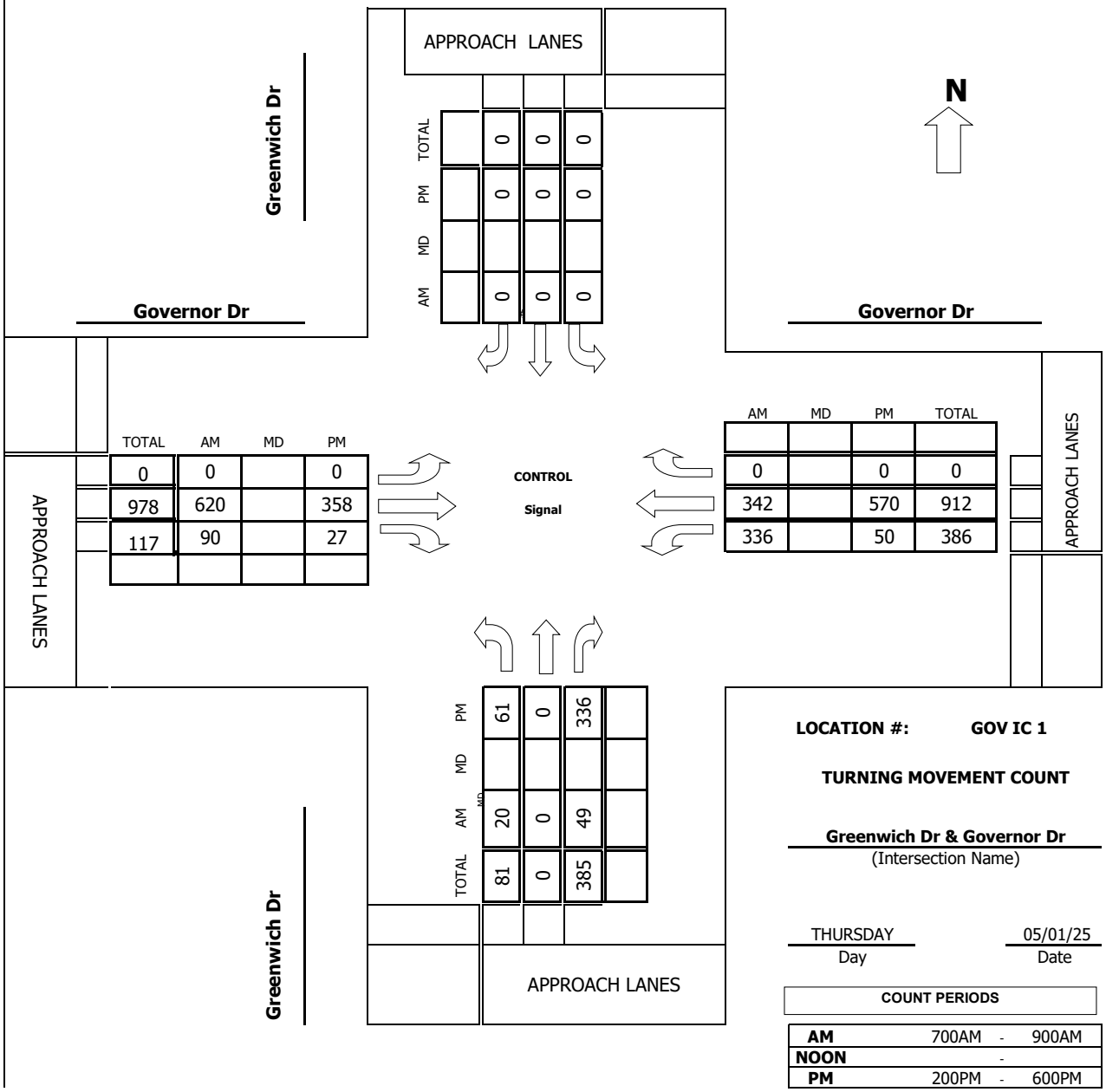
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Greenwich Dr	&	Governor Dr	32.855587	-117.186639	GOV IC 1	05/01/25	0700-0900	2653	4	0	3	2660	0.2%	0.0%	0.1%	99.7%
PM	Greenwich Dr	&	Governor Dr	32.855587	-117.186639	GOV IC 1	05/01/25	1400-1800	4887	7	0	2	4896	0.1%	0.0%	0.0%	99.8%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: GOV IC 1

TMC SUMMARY OF Greenwich Dr & Governor Dr



LOCATION #: GOV IC 1

TURNING MOVEMENT COUNT

Greenwich Dr & Governor Dr
(Intersection Name)

THURSDAY (Day) 05/01/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	600PM

AM PEAK HOUR 745 AM

NOON PEAK HOUR

PM PEAK HOUR 430 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Greenwich Dr DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 1

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	1.5	0	0	0	0	2	0	2	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	0	2	0	0	0	0	70	18	80	63	0	236
7:15 AM	4	0	6	0	0	0	0	100	24	98	62	0	294
7:30 AM	3	0	11	0	0	0	0	149	17	81	75	0	336
7:45 AM	2	0	13	0	0	0	0	176	23	85	94	0	393
8:00 AM	5	0	5	0	0	0	0	156	14	98	71	0	349
8:15 AM	5	0	18	0	0	0	0	135	22	75	72	0	327
8:30 AM	8	0	13	0	0	0	0	153	31	78	105	0	388
8:45 AM	11	0	21	0	0	0	0	123	22	77	76	0	330
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	41	0	89	0	0	0	0	1062	171	672	618	0	2653
Approach %	31.54	0.00	68.46	####	####	####	0.00	86.13	13.87	52.09	47.91	0.00	
App/Depart	130	/	0	0	/	843	1233	/	1151	1290	/	659	

AM Peak Hr Begins at: 745 AM

PEAK													
Volumes	20	0	49	0	0	0	0	620	90	336	342	0	1457
Approach %	28.99	0.00	71.01	####	####	####	0.00	87.32	12.68	49.56	50.44	0.00	
PEAK HR. FACTOR:		0.750			0.000			0.892			0.926		0.927

CONTROL: Signal
COMMENT 1:
GPS: 32.855587 -117.186639

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745
veracitytrafficgroup

N-S STREET: Greenwich Dr DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 1

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	1.5	0	0	0	0	2	0	2	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	13	0	44	0	0	0	0	104	20	26	79	0	286
2:15 PM	13	0	39	0	0	0	0	118	19	18	75	0	282
2:30 PM	24	0	45	0	0	0	0	95	19	13	84	0	280
2:45 PM	6	0	40	0	0	0	0	95	9	25	79	0	254
3:00 PM	4	0	65	0	0	0	0	106	6	14	70	0	265
3:15 PM	8	0	51	0	0	0	0	95	18	10	79	0	261
3:30 PM	11	0	68	0	0	0	0	100	17	31	104	0	331
3:45 PM	8	0	77	0	0	0	0	90	10	23	91	0	299
4:00 PM	14	0	126	0	0	0	0	89	16	12	111	0	368
4:15 PM	16	0	61	0	0	0	0	82	14	17	98	0	288
4:30 PM	16	0	104	0	0	0	0	92	8	11	144	0	375
4:45 PM	18	0	62	0	0	0	0	79	5	17	112	0	293
5:00 PM	18	0	102	0	0	0	0	84	7	14	151	0	376
5:15 PM	9	0	68	0	0	0	0	103	7	8	163	0	358
5:30 PM	17	0	58	0	0	0	0	92	4	8	129	0	308
5:45 PM	6	0	31	0	0	0	0	80	2	8	136	0	263
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	201	0	1041	0	0	0	0	1504	181	255	1705	0	4887
Approach %	16.18	0.00	83.82	####	####	####	0.00	89.26	10.74	13.01	86.99	0.00	
App/Depart	1242	/	0	0	/	436	1685	/	2545	1960	/	1906	

PM Peak Hr Begins at: 430 PM

PEAK													
Volumes	61	0	336	0	0	0	0	358	27	50	570	0	1402
Approach %	15.37	0.00	84.63	####	####	####	0.00	92.99	7.01	8.06	91.94	0.00	
PEAK HR. FACTOR:		0.827			0.000			0.875			0.906		0.932

CONTROL: Signal
COMMENT 1: 0
GPS: 32.855587 -117.186639

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Greenwich Dr
E-W STREET: Governor Dr

Date: 05/01/25
Day: THURSDAY

City: San Diego
Project #: GOV IC 1

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	0	1	1	0	
7:15 AM	0	0	0	0	
7:30 AM	0	0	0	0	
7:45 AM	0	0	0	0	
8:00 AM	0	2	0	0	
8:15 AM	0	0	0	0	
8:30 AM	0	0	0	0	GRAND
8:45 AM	0	0	0	0	TOTAL
TOTAL	0	3	1	0	4

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
2:00 PM	0	0	0	0	
2:15 PM	0	0	0	0	
2:30 PM	0	0	0	0	
2:45 PM	0	0	0	1	
3:00 PM	0	0	0	0	
3:15 PM	0	0	0	0	
3:30 PM	0	0	0	0	
3:45 PM	0	0	0	0	
4:00 PM	0	0	0	0	
4:15 PM	0	3	0	2	
4:30 PM	0	0	0	0	
4:45 PM	0	0	0	0	
5:00 PM	0	0	0	0	
5:15 PM	0	0	0	0	
5:30 PM	0	0	0	0	GRAND
5:45 PM	0	1	0	0	TOTAL
TOTAL	0	4	0	3	7

MAP

	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

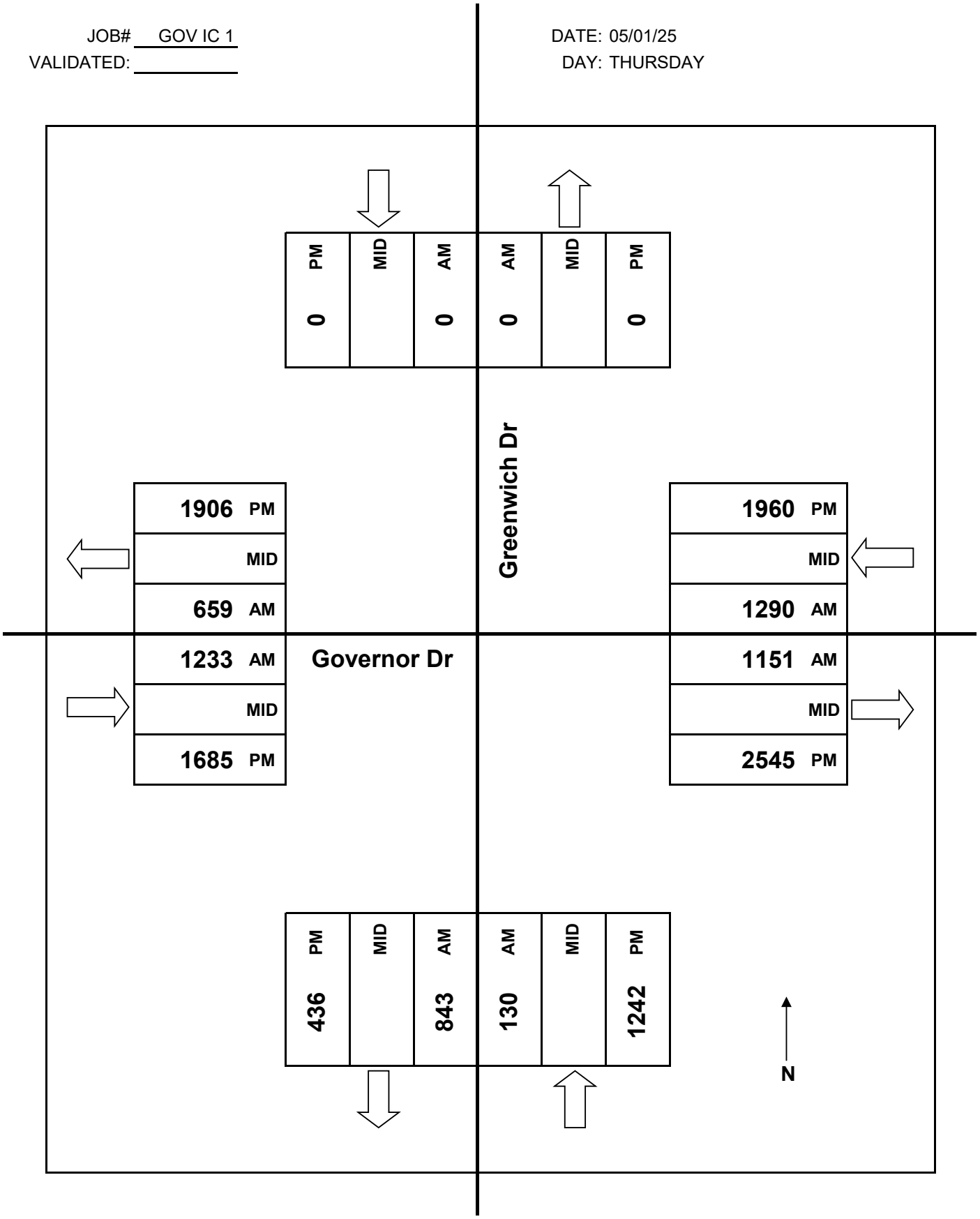
	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	2	0	0	1	0	3

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	2	0	0	0	0	0	0	0	0	0	0	0	2

JOB# GOV IC 1
VALIDATED:

DATE: 05/01/25
DAY: THURSDAY



FIELD DATA SERVICES OF ARIZONA, INC.
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Summary

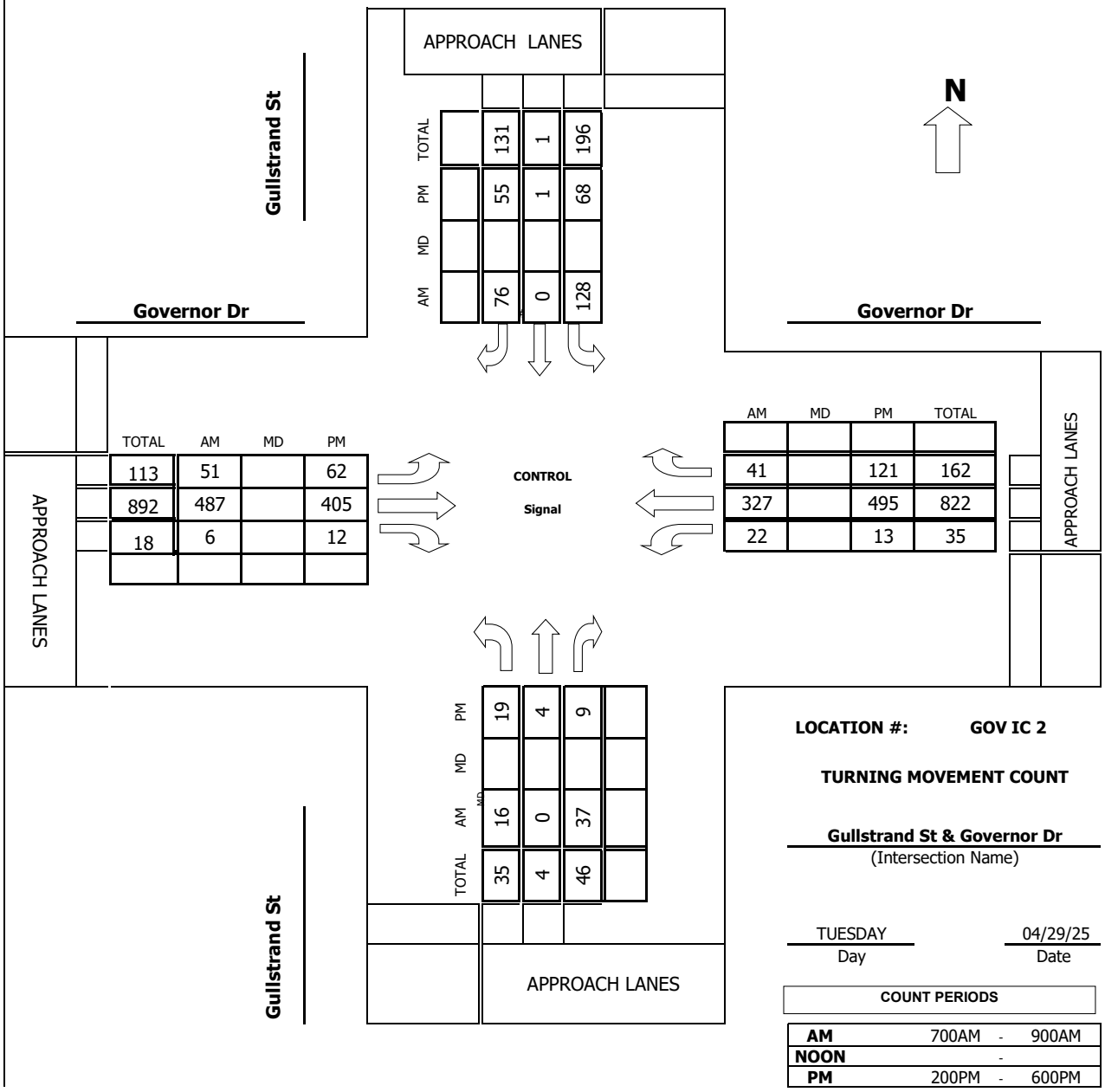
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Gullstrand St	&	Governor Dr	32.852652	-117.191083	GOV IC 2	04/29/25	0700-0900	2240	38	0	2	2280	1.7%	0.0%	0.1%	98.2%
PM	Gullstrand St	&	Governor Dr	32.852652	-117.191083	GOV IC 2	04/29/25	1400-1800	4463	66	0	4	4533	1.5%	0.0%	0.1%	98.5%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: GOV IC 2

TMC SUMMARY OF Gullstrand St & Governor Dr



LOCATION #: GOV IC 2

TURNING MOVEMENT COUNT

Gullstrand St & Governor Dr
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	600PM

AM PEAK HOUR	715 AM
NOON PEAK HOUR	
PM PEAK HOUR	415 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Gullstrand St DATE: 04/29/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: TUESDAY PROJECT# GOV IC 2

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	0	7	33	0	19	3	91	4	11	75	10	255
7:15 AM	5	0	10	39	0	33	12	129	1	1	104	14	348
7:30 AM	4	0	11	33	0	19	17	130	3	11	81	8	317
7:45 AM	4	0	14	28	0	11	11	116	0	7	66	9	266
8:00 AM	3	0	2	28	0	13	11	112	2	3	76	10	260
8:15 AM	1	0	5	33	0	18	5	118	3	8	100	12	303
8:30 AM	4	0	13	25	0	13	9	127	5	12	74	8	290
8:45 AM	2	0	3	22	1	5	4	78	5	3	65	13	201
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	25	0	65	241	1	131	72	901	23	56	641	84	2240
Approach %	27.78	0.00	72.22	64.61	0.27	35.12	7.23	90.46	2.31	7.17	82.07	10.76	
App/Depart	90	/	156	373	/	80	996	/	1207	781	/	797	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	16	0	37	128	0	76	51	487	6	22	327	41	1191
Approach %	30.19	0.00	69.81	62.75	0.00	37.25	9.38	89.52	1.10	5.64	83.85	10.51	
PEAK HR. FACTOR:		0.736			0.708			0.907			0.819		0.856

CONTROL: Signal
COMMENT 1:
GPS: 32.852652 -117.191083

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
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N-S STREET: Gullstrand St DATE: 04/29/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: TUESDAY PROJECT# GOV IC 2

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	2	0	4	19	1	16	11	101	4	6	76	21	261
2:15 PM	1	0	3	25	0	11	16	96	3	5	71	21	252
2:30 PM	4	1	9	28	1	9	10	94	5	1	69	20	251
2:45 PM	3	0	11	17	0	13	5	76	6	8	75	19	233
3:00 PM	1	0	22	10	0	8	11	107	3	2	95	20	279
3:15 PM	6	1	10	19	1	6	13	90	2	3	110	18	279
3:30 PM	5	0	15	23	0	15	12	90	0	5	79	28	272
3:45 PM	4	0	7	19	1	14	17	76	2	5	104	23	272
4:00 PM	4	1	6	12	0	14	12	76	7	2	102	27	263
4:15 PM	5	1	3	18	0	13	18	102	0	3	98	30	291
4:30 PM	5	1	3	18	1	8	16	95	3	5	144	32	331
4:45 PM	7	2	2	14	0	16	16	113	7	3	122	34	336
5:00 PM	2	0	1	18	0	18	12	95	2	2	131	25	306
5:15 PM	1	0	3	19	1	7	16	80	2	3	124	33	289
5:30 PM	3	0	4	21	0	13	10	93	8	3	105	22	282
5:45 PM	5	0	0	4	0	8	19	81	7	4	107	31	266
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	58	7	103	284	6	189	214	1465	61	60	1612	404	4463
Approach %	34.52	4.17	61.31	59.29	1.25	39.46	12.30	84.20	3.51	2.89	77.65	19.46	
App/Depart	168	/	625	479	/	127	1740	/	1852	2076	/	1859	

PM Peak Hr Begins at: 415 PM

PEAK													
Volumes	19	4	9	68	1	55	62	405	12	13	495	121	1264
Approach %	59.38	12.50	28.13	54.84	0.81	44.35	12.94	84.55	2.51	2.07	78.70	19.24	
PEAK HR. FACTOR:		0.727			0.861			0.881			0.869		0.940

CONTROL: Signal
COMMENT 1: 0
GPS: 32.852652 -117.191083

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Gullstrand St
E-W STREET: Governor Dr

Date: 04/29/25
Day: TUESDAY

City: San Diego
Project #: GOV IC 2

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	5	2	0	0	
7:15 AM	0	0	0	0	
7:30 AM	3	1	0	0	
7:45 AM	1	0	0	0	
8:00 AM	1	2	1	0	
8:15 AM	1	7	0	0	
8:30 AM	0	7	2	0	GRAND
8:45 AM	0	5	0	0	TOTAL
TOTAL	11	24	3	0	38

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
2:00 PM	0	3	3	0	
2:15 PM	4	0	0	0	
2:30 PM	0	2	0	1	
2:45 PM	1	1	0	1	
3:00 PM	1	1	0	0	
3:15 PM	0	4	1	0	
3:30 PM	0	2	0	0	
3:45 PM	1	0	0	0	
4:00 PM	1	0	0	0	
4:15 PM	1	1	0	1	
4:30 PM	1	2	0	2	
4:45 PM	1	1	1	1	
5:00 PM	0	3	0	0	
5:15 PM	1	5	2	0	
5:30 PM	3	4	4	0	GRAND
5:45 PM	2	2	1	0	TOTAL
TOTAL	17	31	12	6	66

MAP

	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

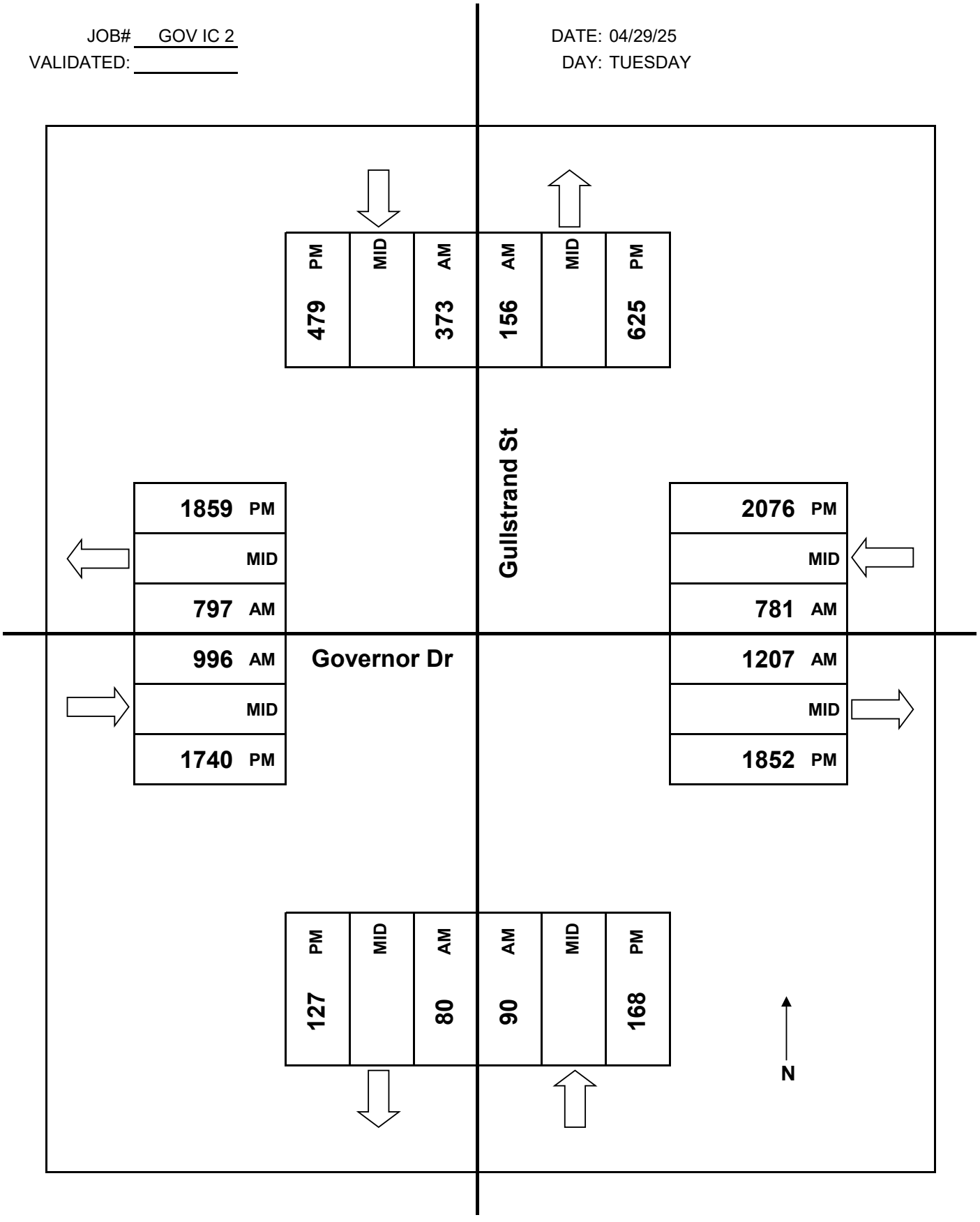
	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	1	0	0	0	0	1	2

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	3	1	0	0	0	0	4

JOB# GOV IC 2
VALIDATED:

DATE: 04/29/25
DAY: TUESDAY



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Summary

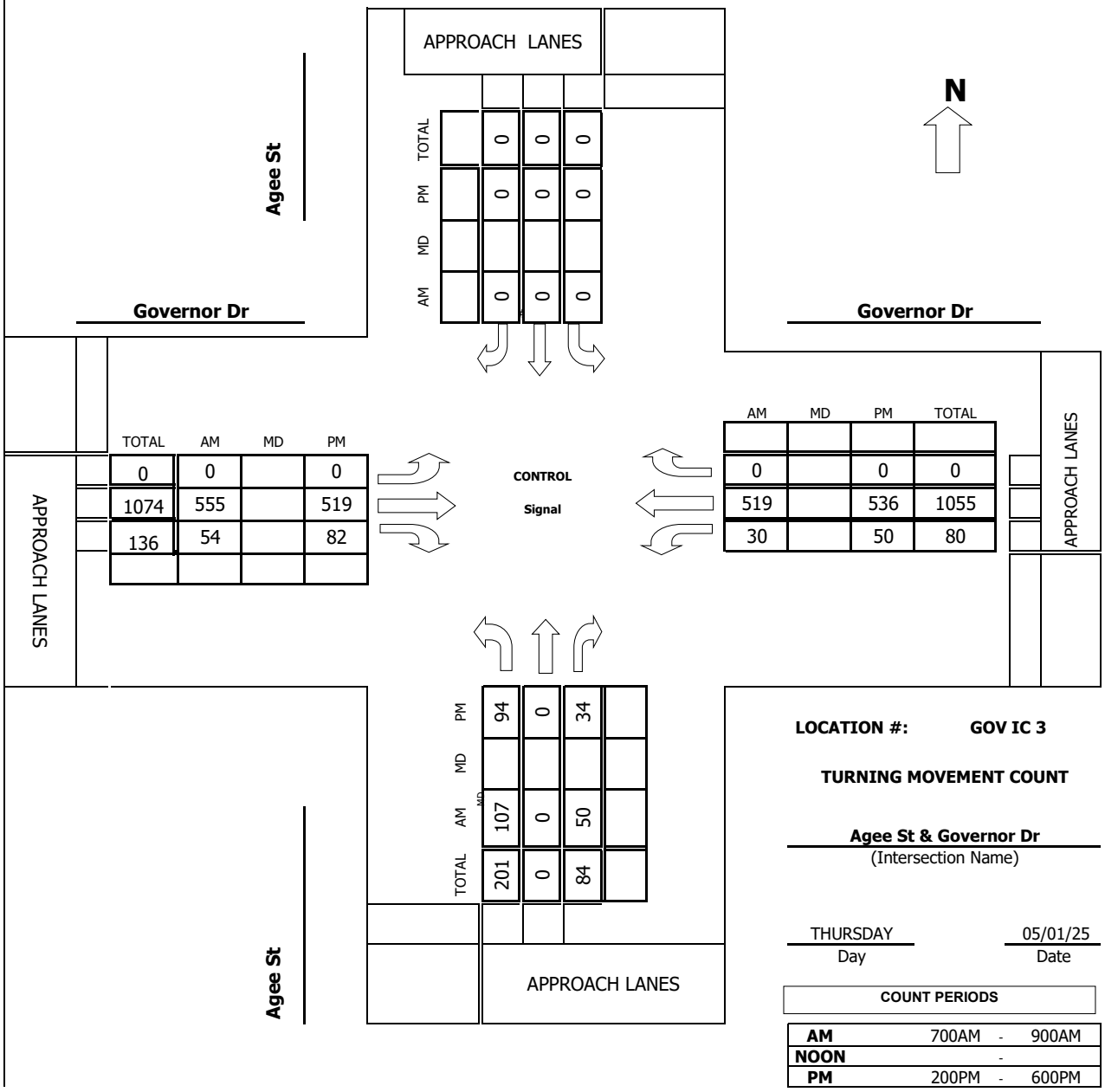
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Agee St	&	Governor Dr	32.854086	-117.2000091	GOV IC 3	05/01/25	0700-0900	2349	31	0	10	2390	1.3%	0.0%	0.4%	98.3%
PM	Agee St	&	Governor Dr	32.854086	-117.2000091	GOV IC 3	05/01/25	1400-1800	4863	90	0	11	4964	1.8%	0.0%	0.2%	98.0%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: GOV IC 3

TMC SUMMARY OF Agee St & Governor Dr



LOCATION #: GOV IC 3

TURNING MOVEMENT COUNT

Agee St & Governor Dr
(Intersection Name)

THURSDAY (Day) 05/01/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	600PM

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 415 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Agee St DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 3

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19	0	5	0	0	0	0	58	15	3	82	0	182
7:15 AM	25	0	10	0	0	0	0	87	10	7	145	0	284
7:30 AM	27	0	13	0	0	0	0	136	9	15	178	0	378
7:45 AM	32	0	8	0	0	0	0	189	10	8	104	0	351
8:00 AM	32	0	21	0	0	0	0	99	17	4	97	0	270
8:15 AM	16	0	8	0	0	0	0	131	18	3	140	0	316
8:30 AM	25	0	10	0	0	0	0	128	13	6	107	0	289
8:45 AM	20	0	3	0	0	0	0	131	8	6	111	0	279
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	196	0	78	0	0	0	0	959	100	52	964	0	2349
Approach %	71.53	0.00	28.47	####	####	####	0.00	90.56	9.44	5.12	94.88	0.00	
App/Depart	274	/	0	0	/	152	1059	/	1037	1016	/	1160	

AM Peak Hr Begins at: 730 AM

PEAK													
Volumes	107	0	50	0	0	0	0	555	54	30	519	0	1315
Approach %	68.15	0.00	31.85	####	####	####	0.00	91.13	8.87	5.46	94.54	0.00	
PEAK HR. FACTOR:		0.741			0.000			0.765			0.711		0.870

CONTROL: Signal
COMMENT 1:
GPS: 32.854086 -117.2000091

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
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N-S STREET: Agee St | DATE: 05/01/25 | LOCATION: San Diego

E-W STREET: Governor Dr | DAY: THURSDAY | PROJECT# GOV IC 3

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	24	0	6	0	0	0	0	92	11	12	122	0	267
2:15 PM	23	0	8	0	0	0	0	149	17	2	91	0	290
2:30 PM	17	0	4	0	0	0	0	141	10	6	98	0	276
2:45 PM	16	0	8	0	0	0	0	133	23	3	119	0	302
3:00 PM	23	0	10	0	0	0	0	131	24	15	106	0	309
3:15 PM	26	0	11	0	0	0	0	124	22	5	98	0	286
3:30 PM	23	0	3	0	0	0	0	133	20	11	116	0	306
3:45 PM	30	0	11	0	0	0	0	120	27	8	106	0	302
4:00 PM	28	0	2	0	0	0	0	121	29	7	105	0	292
4:15 PM	26	0	8	0	0	0	0	117	24	14	140	0	329
4:30 PM	31	0	10	0	0	0	0	139	21	10	112	0	323
4:45 PM	24	0	9	0	0	0	0	131	18	13	128	0	323
5:00 PM	13	0	7	0	0	0	0	132	19	13	156	0	340
5:15 PM	15	0	11	0	0	0	0	119	14	11	151	0	321
5:30 PM	22	0	5	0	0	0	0	129	16	11	145	0	328
5:45 PM	17	0	7	0	0	0	0	124	17	3	101	0	269
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	358	0	120	0	0	0	0	2035	312	144	1894	0	4863
Approach %	74.90	0.00	25.10	####	####	####	0.00	86.71	13.29	7.07	92.93	0.00	
App/Depart	478	/	0	0	/	456	2347	/	2155	2038	/	2252	

PM Peak Hr Begins at: 415 PM

PEAK													
Volumes	94	0	34	0	0	0	0	519	82	50	536	0	1315
Approach %	73.44	0.00	26.56	####	####	####	0.00	86.36	13.64	8.53	91.47	0.00	
PEAK HR. FACTOR:		0.780			0.000			0.939			0.867		0.967

CONTROL: Signal
COMMENT 1: 0
GPS: 32.854086 -117.2000091

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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Pedestrian & Bicycle Study

N-S STREET: Agee St
E-W STREET: Governor Dr

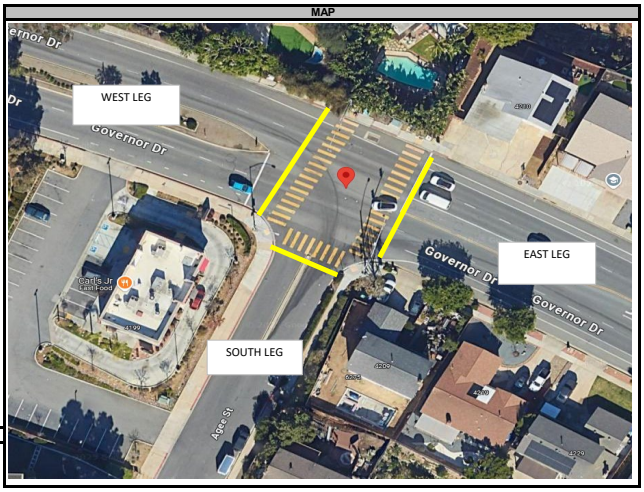
Date: 05/01/25
Day: THURSDAY

City: San Diego
Project #: GOV IC 3

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	0	1	0	0	
7:15 AM	0	1	1	0	
7:30 AM	0	1	2	5	
7:45 AM	0	2	0	2	
8:00 AM	0	0	0	2	
8:15 AM	0	4	0	0	
8:30 AM	0	3	3	0	GRAND
8:45 AM	0	4	0	0	TOTAL
TOTAL	0	16	6	9	31

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
2:00 PM	0	1	1	1	
2:15 PM	0	7	0	0	
2:30 PM	0	1	0	0	
2:45 PM	0	2	0	16	
3:00 PM	0	11	0	12	
3:15 PM	0	5	0	2	
3:30 PM	0	4	0	0	
3:45 PM	0	2	0	0	
4:00 PM	0	1	1	0	
4:15 PM	0	1	0	1	
4:30 PM	0	3	0	2	
4:45 PM	0	3	1	1	
5:00 PM	0	2	2	0	
5:15 PM	0	0	0	1	
5:30 PM	0	1	0	0	GRAND
5:45 PM	0	5	0	0	TOTAL
TOTAL	0	49	5	36	90

MAP



	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

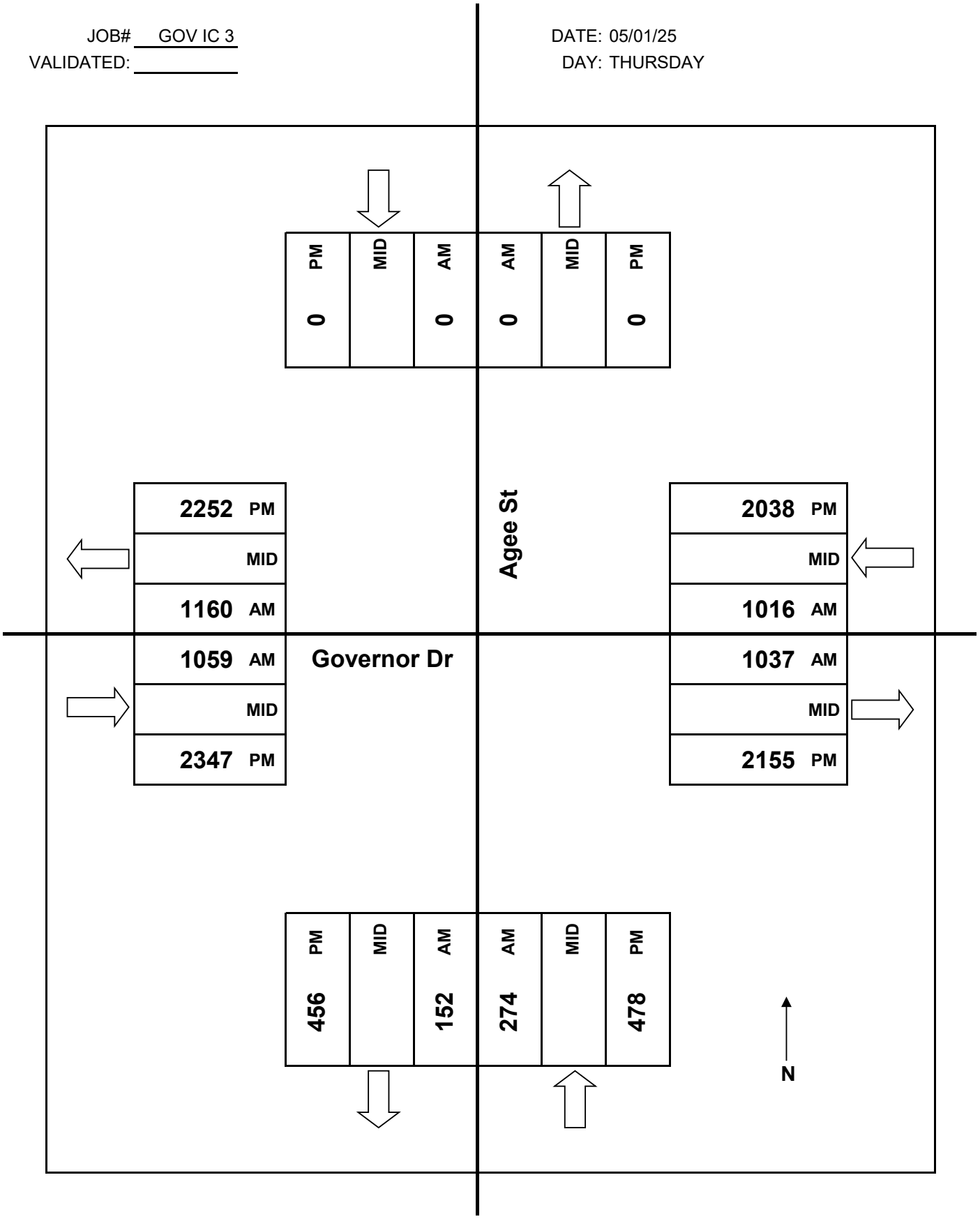
	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	1	0	0	9	0	10

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	7	0	0	4	0	11

JOB# GOV IC 3
VALIDATED:

DATE: 05/01/25
DAY: THURSDAY



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Summary

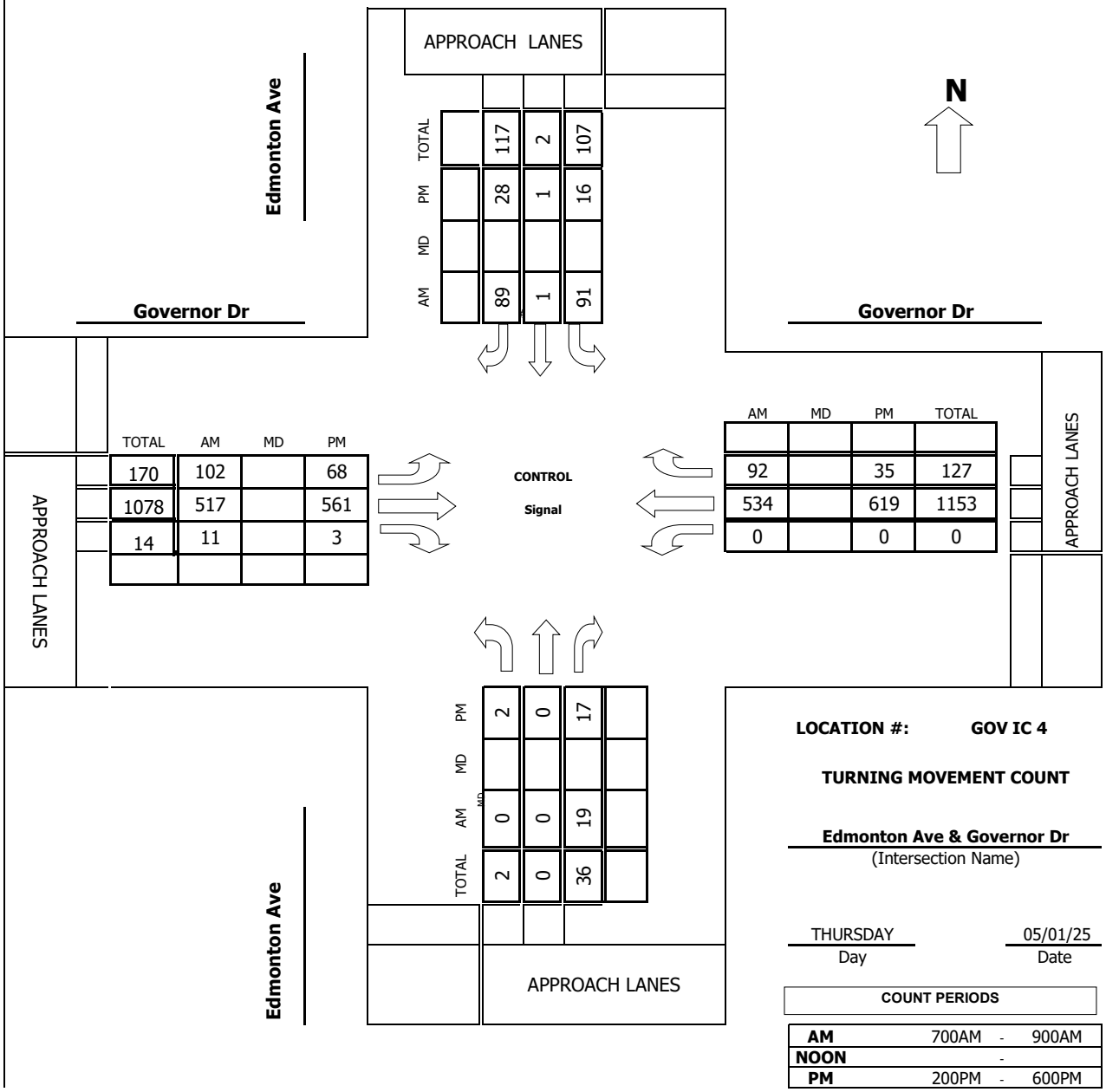
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Edmonton Ave	&	Governor Dr	32.854481	-117.201413	GOV IC 4	05/01/25	0700-0900	2593	478	0	14	3085	15.5%	0.0%	0.5%	84.1%
PM	Edmonton Ave	&	Governor Dr	32.854481	-117.201413	GOV IC 4	05/01/25	1400-1800	5063	502	0	14	5579	9.0%	0.0%	0.3%	90.8%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: GOV IC 4

TMC SUMMARY OF Edmonton Ave & Governor Dr



LOCATION #: GOV IC 4

TURNING MOVEMENT COUNT

Edmonton Ave & Governor Dr
(Intersection Name)

THURSDAY (Day) 05/01/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	600PM

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 445 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Edmonton Ave DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 4

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0	1	1	2	0	0	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	0	1	13	0	6	17	63	0	0	91	10	202
7:15 AM	0	0	3	13	0	10	47	89	1	0	121	49	333
7:30 AM	0	0	3	39	0	37	40	112	1	0	152	53	437
7:45 AM	0	0	13	31	0	20	12	156	0	0	127	9	368
8:00 AM	0	0	1	5	0	12	16	113	6	0	123	6	282
8:15 AM	0	0	2	16	1	20	34	136	4	0	132	24	369
8:30 AM	0	0	2	15	0	15	9	121	3	0	121	11	297
8:45 AM	0	0	4	13	0	11	10	134	2	0	124	7	305
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1	0	29	145	1	131	185	924	17	0	991	169	2593
Approach %	3.33	0.00	96.67	52.35	0.36	47.29	16.43	82.06	1.51	0.00	85.43	14.57	
App/Depart	30	/	354	277	/	18	1126	/	1098	1160	/	1123	

AM Peak Hr Begins at: 730 AM

PEAK													
Volumes	0	0	19	91	1	89	102	517	11	0	534	92	1456
Approach %	0.00	0.00	100.00	50.28	0.55	49.17	16.19	82.06	1.75	0.00	85.30	14.70	

PEAK HR. FACTOR:	0.365	0.595	0.905	0.763	0.833

CONTROL: Signal
COMMENT 1:
GPS: 32.854481 -117.201413

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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N-S STREET: Edmonton Ave DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 4

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0	1	1	2	0	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	0	3	3	0	5	27	79	1	0	101	45	264
2:15 PM	0	0	9	37	3	24	15	124	0	0	99	15	326
2:30 PM	0	0	7	18	0	12	11	135	1	0	110	5	299
2:45 PM	1	0	3	14	0	13	13	129	0	0	132	3	308
3:00 PM	0	0	8	3	0	13	9	148	0	0	123	6	310
3:15 PM	0	0	4	5	1	5	17	123	2	0	108	16	281
3:30 PM	0	0	1	12	0	15	27	141	2	0	126	13	337
3:45 PM	0	0	3	6	0	25	24	131	0	0	126	10	325
4:00 PM	0	0	8	5	0	10	16	139	2	0	125	8	313
4:15 PM	1	0	6	5	1	14	10	124	3	2	153	11	330
4:30 PM	0	0	2	5	0	8	17	152	2	0	134	9	329
4:45 PM	0	0	7	3	0	9	16	141	0	0	145	7	328
5:00 PM	1	0	6	4	0	6	21	136	2	0	160	9	345
5:15 PM	0	0	0	4	1	4	15	139	0	0	155	11	329
5:30 PM	1	0	4	5	0	9	16	145	1	0	159	8	348
5:45 PM	0	0	1	4	0	9	13	142	4	0	112	6	291
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	4	0	72	133	6	181	267	2128	20	2	2068	182	5063
Approach %	5.26	0.00	94.74	41.56	1.88	56.56	11.06	88.12	0.83	0.09	91.83	8.08	
App/Depart	76	/	449	320	/	28	2415	/	2333	2252	/	2253	

PM Peak Hr Begins at: 445 PM

PEAK													
Volumes	2	0	17	16	1	28	68	561	3	0	619	35	1350
Approach %	10.53	0.00	89.47	35.56	2.22	62.22	10.76	88.77	0.47	0.00	94.65	5.35	
PEAK HR. FACTOR:		0.679			0.804			0.975			0.967		0.970

CONTROL: Signal
COMMENT 1: 0
GPS: 32.854481 -117.201413

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Edmonton Ave
E-W STREET: Governor Dr

Date: 05/01/25
Day: THURSDAY

City: San Diego
Project #: GOV IC 4

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	1	4	1	1	
7:15 AM	23	11	3	29	
7:30 AM	30	40	2	138	
7:45 AM	7	17	0	37	
8:00 AM	5	9	1	12	
8:15 AM	2	4	4	6	
8:30 AM	1	8	5	12	GRAND
8:45 AM	10	24	2	29	TOTAL
TOTAL	79	117	18	264	478

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
2:00 PM	4	11	3	23	
2:15 PM	20	68	2	117	
2:30 PM	8	8	1	3	
2:45 PM	5	20	0	3	
3:00 PM	2	22	1	8	
3:15 PM	1	5	3	5	
3:30 PM	0	3	2	1	
3:45 PM	0	17	5	17	
4:00 PM	2	0	2	3	
4:15 PM	3	7	8	2	
4:30 PM	0	7	5	10	
4:45 PM	3	2	9	3	
5:00 PM	2	2	6	5	
5:15 PM	0	2	3	5	
5:30 PM	1	6	2	4	GRAND
5:45 PM	0	6	2	2	TOTAL
TOTAL	51	186	54	211	502

MAP

	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

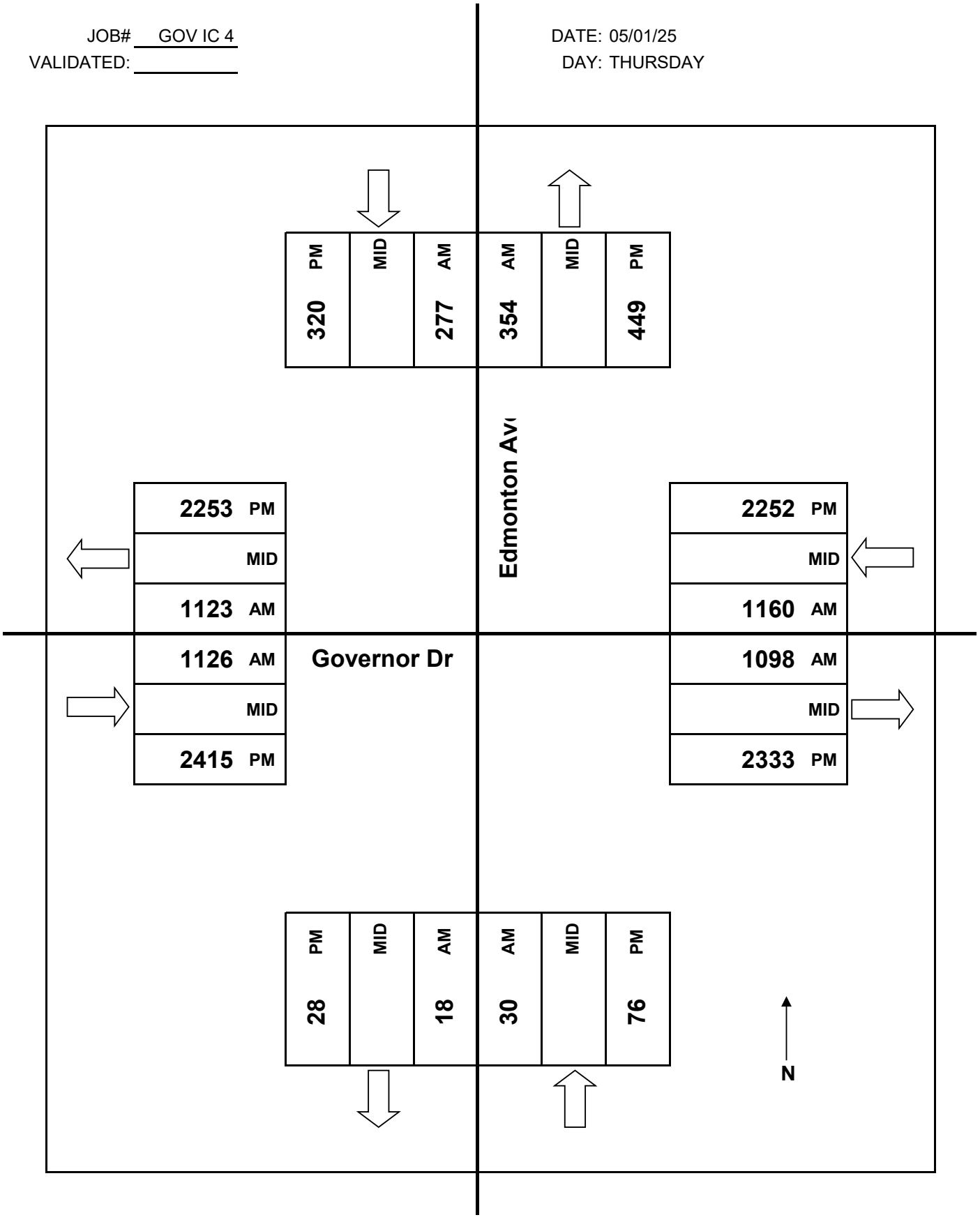
	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	2	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	2	1	0	0	0	2	9	14

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	1	0	0	0	0	2	
2:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	TOTAL
TOTAL	0	0	0	3	0	0	2	4	0	0	3	2	14

JOB# GOV IC 4
VALIDATED:

DATE: 05/01/25
DAY: THURSDAY



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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Summary

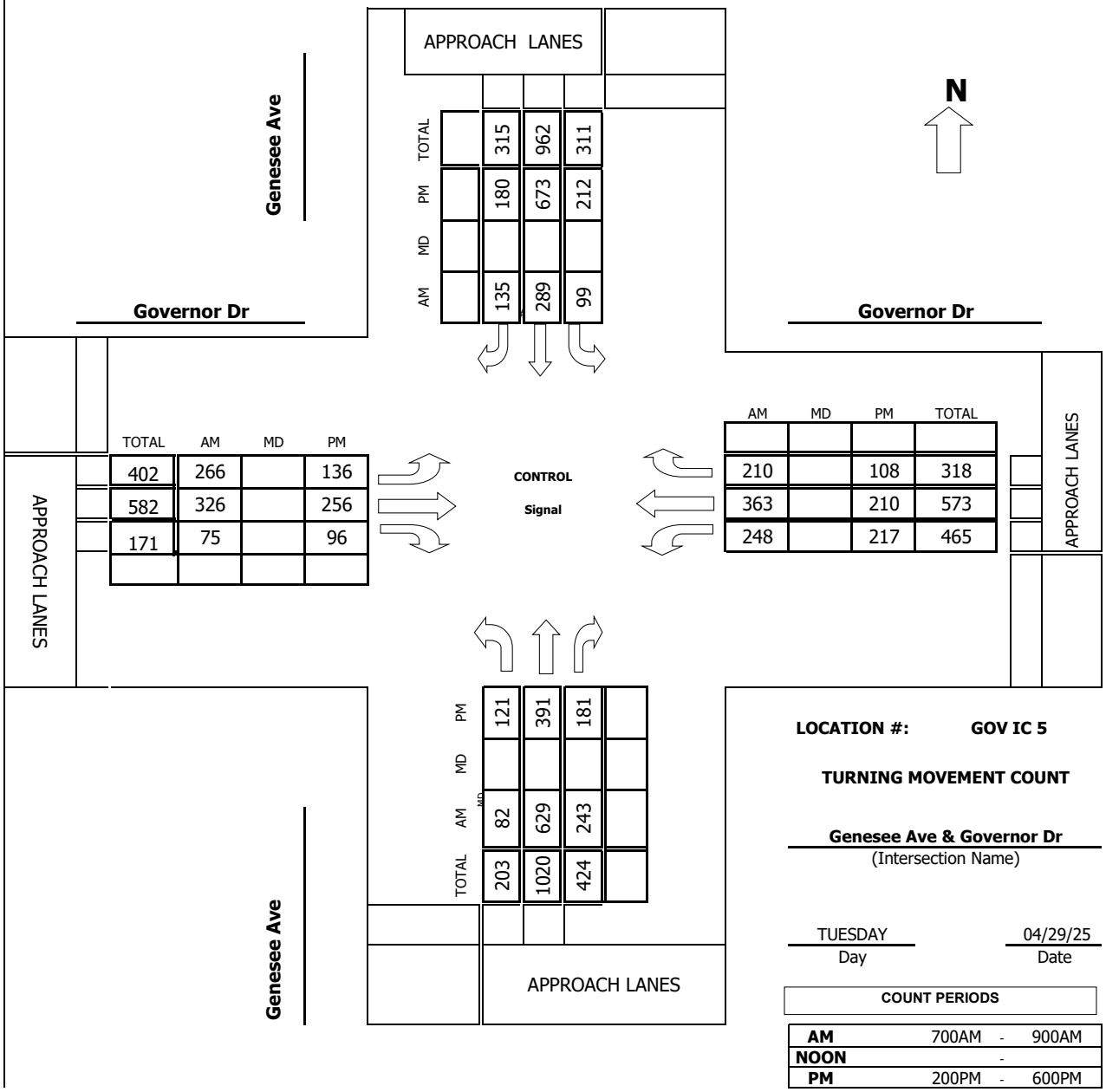
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Genesee Ave	&	Governor Dr	32.854619	-117.204614	GOV IC 5	04/29/25	0700-0900	5152	205	0	4	5361	3.8%	0.0%	0.1%	96.1%
PM	Genesee Ave	&	Governor Dr	32.854619	-117.204614	GOV IC 5	04/29/25	1400-1800	9810	374	0	5	10189	3.7%	0.0%	0.0%	96.3%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: GOV IC 5

TMC SUMMARY OF Genesee Ave & Governor Dr



LOCATION #: GOV IC 5

TURNING MOVEMENT COUNT

Genesee Ave & Governor Dr
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	600PM

AM PEAK HOUR 745 AM

NOON PEAK HOUR

PM PEAK HOUR 315 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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N-S STREET: Genesee Ave DATE: 04/29/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: TUESDAY PROJECT# GOV IC 5

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	2	2	1	2	2	1	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	77	29	10	37	16	20	30	21	28	26	28	336
7:15 AM	7	121	37	10	41	9	21	37	21	32	28	25	389
7:30 AM	22	137	79	34	66	48	31	89	18	55	87	41	707
7:45 AM	19	115	64	24	62	55	53	120	25	78	117	46	778
8:00 AM	27	147	64	15	49	29	76	82	28	64	82	57	720
8:15 AM	18	199	55	22	85	24	67	55	11	52	63	38	689
8:30 AM	18	168	60	38	93	27	70	69	11	54	101	69	778
8:45 AM	19	99	60	50	122	49	61	101	23	43	81	47	755
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	144	1063	448	203	555	257	399	583	158	406	585	351	5152
Approach %	8.70	64.23	27.07	20.00	54.68	25.32	35.00	51.14	13.86	30.25	43.59	26.15	
App/Depart	1655	/	1813	1015	/	1119	1140	/	1234	1342	/	986	

AM Peak Hr Begins at: 745 AM

PEAK													
Volumes	82	629	243	99	289	135	266	326	75	248	363	210	2965
Approach %	8.60	65.93	25.47	18.93	55.26	25.81	39.88	48.88	11.24	30.21	44.21	25.58	
PEAK HR. FACTOR:		0.877			0.828			0.842			0.852		0.953

CONTROL: Signal
COMMENT 1:
GPS: 32.854619 -117.204614

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
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N-S STREET: Genesee Ave DATE: 04/29/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: TUESDAY PROJECT# GOV IC 5

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	2	2	1	2	2	1	2	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	9	74	47	38	80	24	33	31	18	44	59	14	471
2:15 PM	18	67	30	31	118	35	32	29	15	66	74	27	542
2:30 PM	16	73	18	25	92	60	33	33	10	61	67	18	506
2:45 PM	23	67	24	30	127	51	21	121	22	20	93	11	610
3:00 PM	16	49	33	26	106	37	47	54	12	61	66	18	525
3:15 PM	34	135	47	44	167	50	35	63	18	39	65	23	720
3:30 PM	39	103	39	64	159	35	47	75	47	41	31	35	715
3:45 PM	27	85	45	53	203	53	24	63	20	63	45	16	697
4:00 PM	21	68	50	51	144	42	30	55	11	74	69	34	649
4:15 PM	28	67	34	68	154	35	23	32	14	46	74	33	608
4:30 PM	20	97	34	44	127	36	33	55	16	49	99	45	655
4:45 PM	19	64	40	26	105	36	32	74	12	50	101	27	586
5:00 PM	28	79	45	47	159	42	37	50	13	68	77	57	702
5:15 PM	35	87	46	76	135	35	34	28	18	53	59	42	648
5:30 PM	23	95	46	45	119	32	41	29	29	42	64	34	599
5:45 PM	16	86	55	52	115	26	33	34	26	33	73	28	577
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	372	1296	633	720	2110	629	535	826	301	810	1116	462	9810
Approach %	16.17	56.32	27.51	20.82	61.00	18.18	32.19	49.70	18.11	33.92	46.73	19.35	
App/Depart	2301	/	2293	3459	/	3221	1662	/	2179	2388	/	2117	

PM Peak Hr Begins at: 315 PM

PEAK													
Volumes	121	391	181	212	673	180	136	256	96	217	210	108	2781
Approach %	17.46	56.42	26.12	19.91	63.19	16.90	27.87	52.46	19.67	40.56	39.25	20.19	
PEAK HR. FACTOR:		0.802			0.862			0.722			0.756		0.966

CONTROL: Signal
COMMENT 1: 0
GPS: 32.854619 -117.204614

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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Pedestrian & Bicycle Study

N-S STREET: Genesee Ave
E-W STREET: Governor Dr

Date: 04/29/25
Day: TUESDAY

City: San Diego
Project #: GOV IC 5

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	0	1	1	0	
7:15 AM	7	4	2	0	
7:30 AM	12	3	5	0	
7:45 AM	17	51	15	0	
8:00 AM	6	14	7	1	
8:15 AM	4	1	20	2	
8:30 AM	5	9	4	0	GRAND
8:45 AM	6	3	5	0	TOTAL
TOTAL	57	86	59	3	205

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
2:00 PM	2	3	5	0	
2:15 PM	11	4	1	0	
2:30 PM	0	4	3	0	
2:45 PM	17	98	23	4	
3:00 PM	3	9	5	1	
3:15 PM	1	3	4	1	
3:30 PM	8	0	3	0	
3:45 PM	14	20	20	3	
4:00 PM	9	7	16	0	
4:15 PM	3	6	2	0	
4:30 PM	0	8	5	0	
4:45 PM	0	10	0	0	
5:00 PM	0	5	4	3	
5:15 PM	0	4	2	1	
5:30 PM	0	5	3	0	GRAND
5:45 PM	1	6	4	0	TOTAL
TOTAL	69	192	100	13	374

MAP

	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

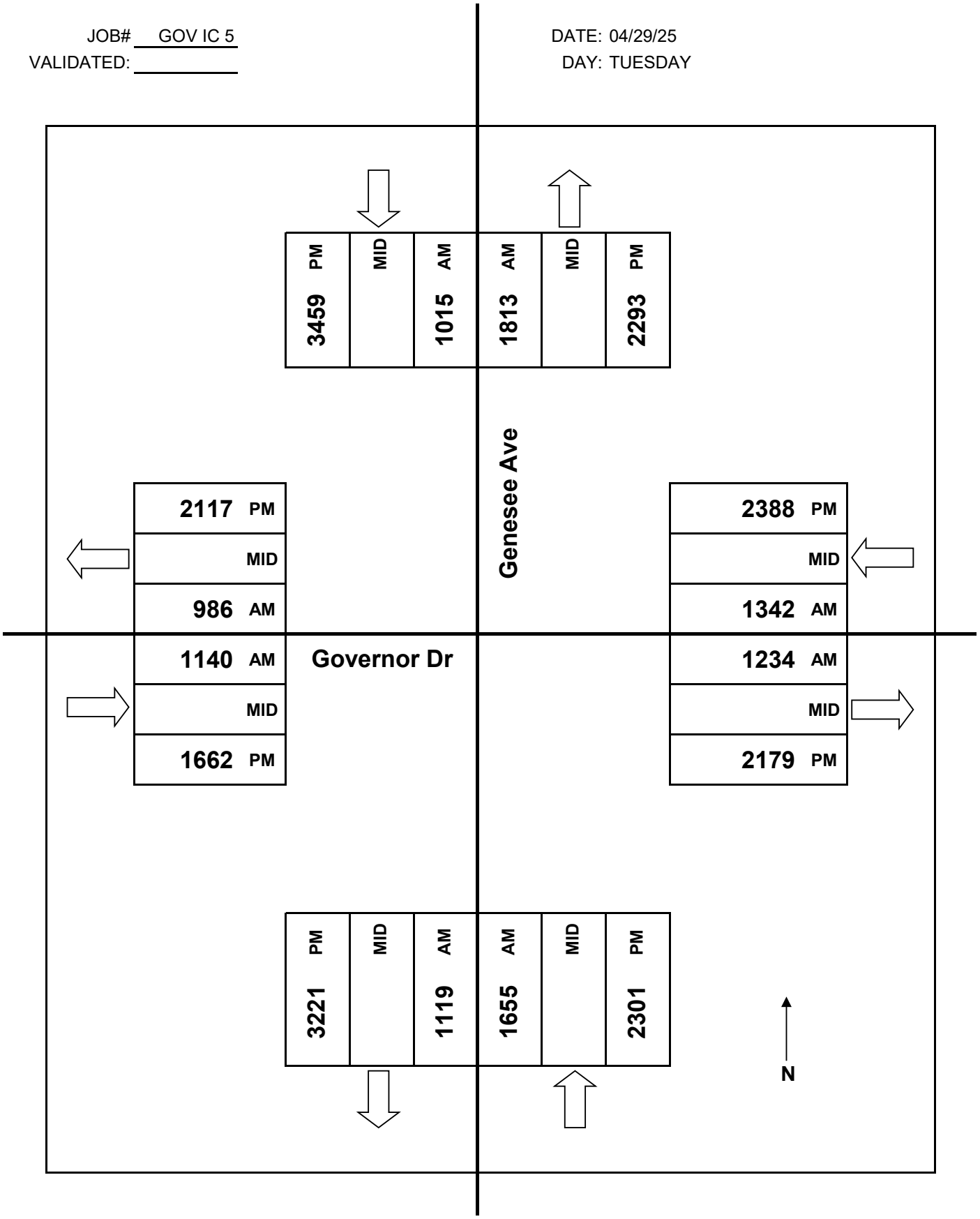
	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	2	0	0	0	2	0	4

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	
3:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	1	1	0	2	0	0	0	1	0	5

JOB# GOV IC 5
VALIDATED:

DATE: 04/29/25
DAY: TUESDAY



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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Summary

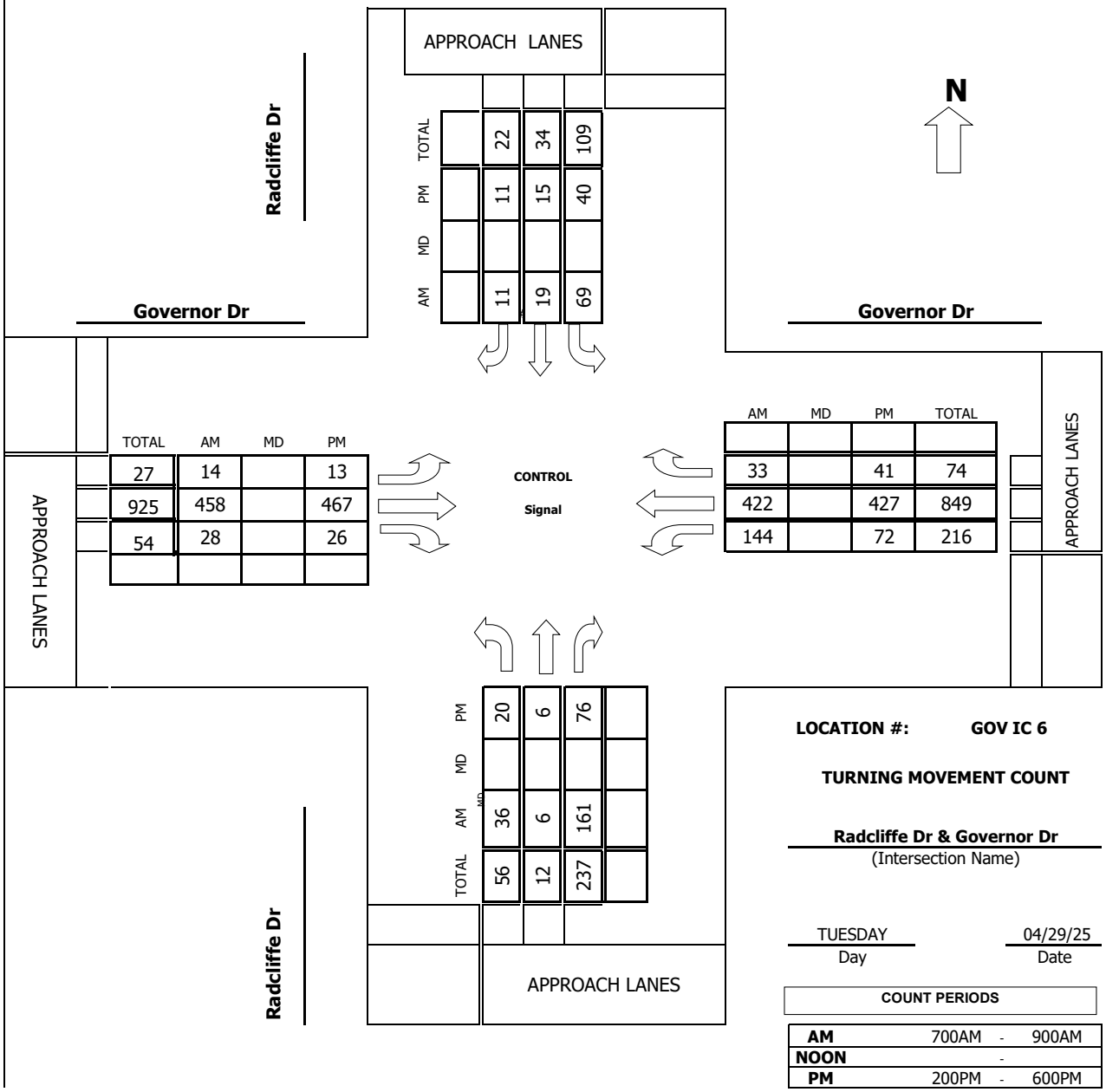
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Radcliffe Dr	&	Governor Dr	32.854504	-117.206019	GOV IC 6	04/29/25	0700-0900	2376	146	0	16	2538	5.8%	0.0%	0.6%	93.6%
PM	Radcliffe Dr	&	Governor Dr	32.854504	-117.206019	GOV IC 6	04/29/25	1400-1800	4045	385	0	13	4443	8.7%	0.0%	0.3%	91.0%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: GOV IC 6

TMC SUMMARY OF Radcliffe Dr & Governor Dr



LOCATION #: GOV IC 6

TURNING MOVEMENT COUNT

Radcliffe Dr & Governor Dr
(Intersection Name)

TUESDAY
Day

04/29/25
Date

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	600PM

AM PEAK HOUR 745 AM

NOON PEAK HOUR

PM PEAK HOUR 245 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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N-S STREET: Radcliffe Dr DATE: 04/29/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: TUESDAY PROJECT# GOV IC 6

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	0	10	7	3	1	2	51	2	9	44	3	134
7:15 AM	6	0	11	17	2	2	1	58	6	5	35	6	149
7:30 AM	3	0	26	24	3	1	2	87	6	49	98	8	307
7:45 AM	6	2	90	15	5	2	6	133	13	81	112	8	473
8:00 AM	13	1	51	21	6	4	5	104	13	37	83	9	347
8:15 AM	3	1	11	12	6	2	1	103	1	12	87	7	246
8:30 AM	14	2	9	21	2	3	2	118	1	14	140	9	335
8:45 AM	11	2	9	23	1	3	5	162	8	9	142	10	385
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	58	8	217	140	28	18	24	816	50	216	741	60	2376
Approach %	20.49	2.83	76.68	75.27	15.05	9.68	2.70	91.69	5.62	21.24	72.86	5.90	
App/Depart	283	/	92	186	/	294	890	/	1173	1017	/	817	

AM Peak Hr Begins at: 745 AM

PEAK													
Volumes	36	6	161	69	19	11	14	458	28	144	422	33	1401
Approach %	17.73	2.96	79.31	69.70	19.19	11.11	2.80	91.60	5.60	24.04	70.45	5.51	
PEAK HR. FACTOR:		0.518			0.798			0.822			0.745		0.740

CONTROL: Signal
COMMENT 1:
GPS: 32.854504 -117.206019

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Radcliffe Dr DATE: 04/29/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: TUESDAY PROJECT# GOV IC 6

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	5	1	4	13	2	1	0	55	3	8	76	13	181
2:15 PM	3	1	2	12	0	1	2	48	5	26	94	12	206
2:30 PM	8	3	5	17	1	1	1	55	4	36	95	12	238
2:45 PM	7	1	46	17	10	5	1	126	5	29	130	18	395
3:00 PM	4	0	14	6	2	1	1	83	6	15	95	5	232
3:15 PM	6	2	11	11	2	3	3	107	8	18	119	11	301
3:30 PM	3	3	5	6	1	2	8	151	7	10	83	7	286
3:45 PM	7	3	11	11	0	1	6	82	3	8	117	10	259
4:00 PM	12	2	3	10	3	4	4	70	4	14	110	9	245
4:15 PM	6	9	6	12	2	5	5	43	3	12	91	7	201
4:30 PM	5	5	5	10	2	0	7	92	0	7	103	11	247
4:45 PM	6	7	8	14	0	0	3	99	0	8	138	23	306
5:00 PM	0	6	10	12	1	3	4	76	2	10	126	12	262
5:15 PM	4	5	5	10	1	0	4	62	2	10	105	12	220
5:30 PM	3	5	3	12	2	2	4	73	2	9	97	15	227
5:45 PM	4	4	9	13	0	3	1	83	2	11	97	12	239
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	83	57	147	186	29	32	54	1305	56	231	1676	189	4045
Approach %	28.92	19.86	51.22	75.30	11.74	12.96	3.82	92.23	3.96	11.02	79.96	9.02	
App/Depart	287	/	300	247	/	316	1415	/	1638	2096	/	1791	

PM Peak Hr Begins at: 245 PM

PEAK													
Volumes	20	6	76	40	15	11	13	467	26	72	427	41	1214
Approach %	19.61	5.88	74.51	60.61	22.73	16.67	2.57	92.29	5.14	13.33	79.07	7.59	
PEAK HR. FACTOR:		0.472			0.516			0.762			0.763		0.768

CONTROL: Signal
COMMENT 1: 0
GPS: 32.854504 -117.206019

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Radcliffe Dr
E-W STREET: Governor Dr

Date: 04/29/25
Day: TUESDAY

City: San Diego
Project #: GOV IC 6

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	3	4	0	5	
7:15 AM	0	4	1	2	
7:30 AM	5	7	1	0	
7:45 AM	9	53	15	6	
8:00 AM	2	12	0	0	
8:15 AM	1	5	1	0	
8:30 AM	6	1	0	0	GRAND
8:45 AM	2	0	0	1	TOTAL
TOTAL	28	86	18	14	146

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
2:00 PM	2	2	4	0	
2:15 PM	0	3	2	0	
2:30 PM	1	2	1	5	
2:45 PM	40	139	31	38	
3:00 PM	3	5	1	2	
3:15 PM	1	2	2	0	
3:30 PM	10	7	0	0	
3:45 PM	5	10	2	0	
4:00 PM	2	6	0	2	
4:15 PM	0	3	3	0	
4:30 PM	0	3	0	0	
4:45 PM	2	4	0	3	
5:00 PM	5	1	2	0	
5:15 PM	7	5	1	0	
5:30 PM	4	5	0	0	GRAND
5:45 PM	1	4	0	2	TOTAL
TOTAL	83	201	49	52	385

MAP

	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

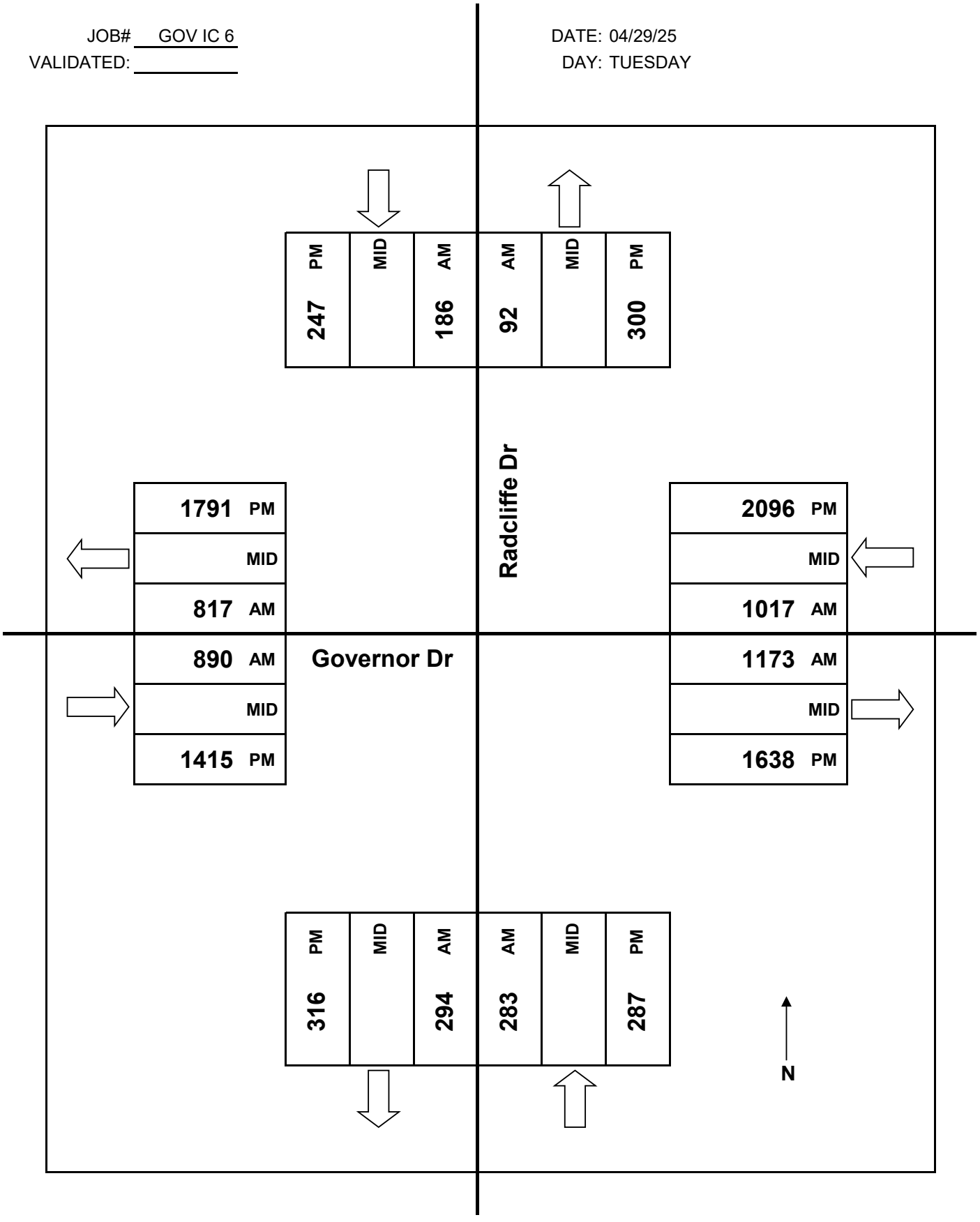
	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	
7:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	1	0	0	0	4	0	0	0	0	GRAND
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	2	1	1	0	0	7	0	0	5	0	16

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	
3:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	TOTAL
TOTAL	0	1	0	1	1	0	0	5	0	0	4	1	13

JOB# GOV IC 6
VALIDATED:

DATE: 04/29/25
DAY: TUESDAY



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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Summary

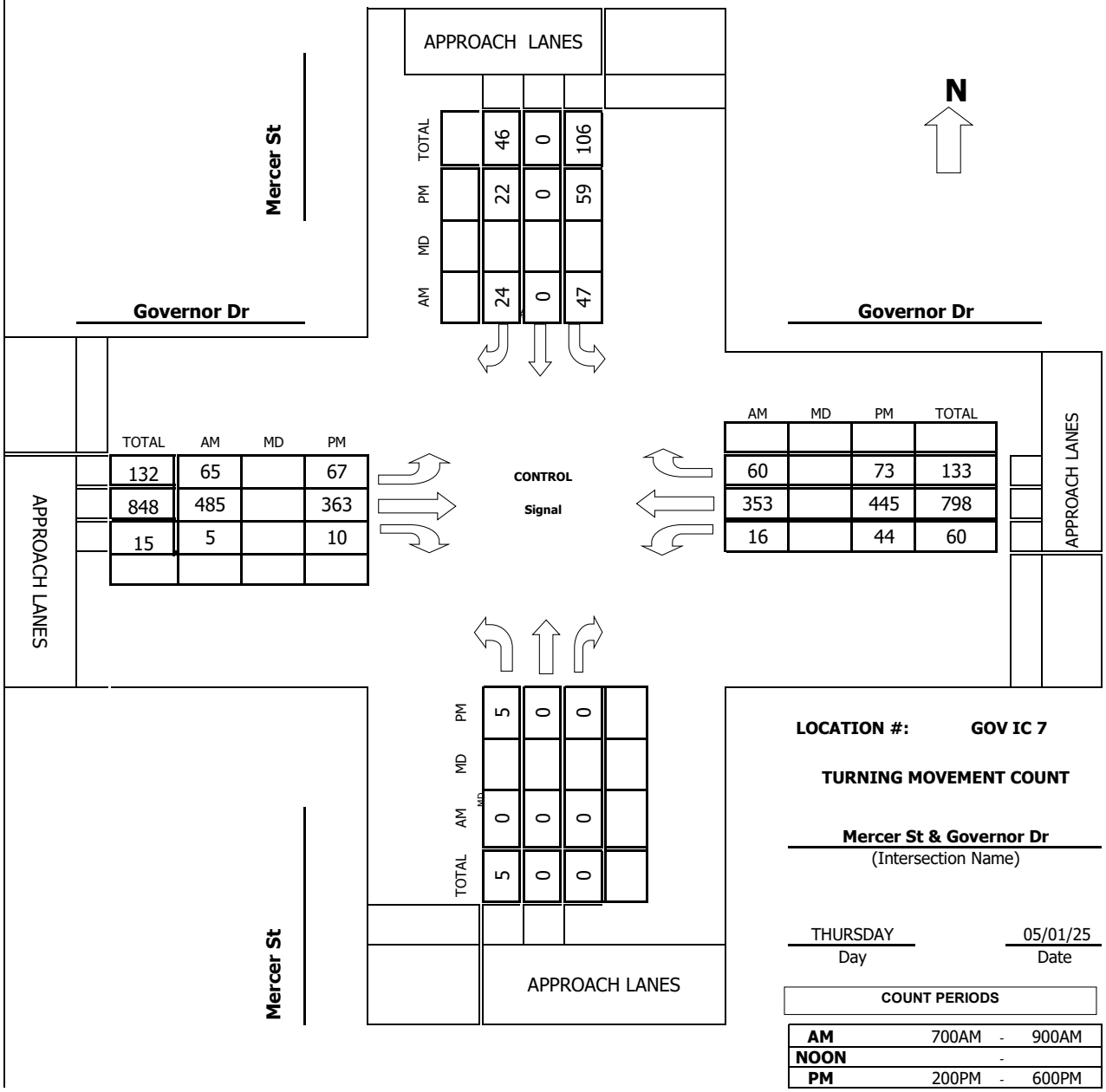
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Mercer St	&	Governor Dr	32.852072	-117.209963	GOV IC 7	05/01/25	0700-0900	1769	104	0	11	1884	5.5%	0.0%	0.6%	93.9%
PM	Mercer St	&	Governor Dr	32.852072	-117.209963	GOV IC 7	05/01/25	1400-1800	3882	172	0	8	4062	4.2%	0.0%	0.2%	95.6%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: GOV IC 7

TMC SUMMARY OF Mercer St & Governor Dr



LOCATION #: GOV IC 7

TURNING MOVEMENT COUNT

Mercer St & Governor Dr
(Intersection Name)

THURSDAY (Day) 05/01/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	600PM

AM PEAK HOUR 800 AM

NOON PEAK HOUR

PM PEAK HOUR 245 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Mercer St DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 7

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	3	0	7	2	46	1	7	27	1	94
7:15 AM	0	0	1	2	0	5	2	60	0	4	36	6	116
7:30 AM	0	0	0	17	1	10	5	94	0	10	57	4	198
7:45 AM	2	0	0	13	0	5	2	141	4	27	103	9	306
8:00 AM	0	0	0	8	0	4	2	99	3	7	89	11	223
8:15 AM	0	0	0	13	0	6	2	103	1	4	59	10	198
8:30 AM	0	0	0	10	0	9	17	130	1	2	106	21	296
8:45 AM	0	0	0	16	0	5	44	153	0	3	99	18	338
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	2	0	1	82	1	51	76	826	10	64	576	80	1769
Approach %	66.67	0.00	33.33	61.19	0.75	38.06	8.33	90.57	1.10	8.89	80.00	11.11	
App/Depart	3	/	156	134	/	75	912	/	909	720	/	629	

AM Peak Hr Begins at: 800 AM

PEAK													
Volumes	0	0	0	47	0	24	65	485	5	16	353	60	1055
Approach %	####	####	####	66.20	0.00	33.80	11.71	87.39	0.90	3.73	82.28	13.99	
PEAK HR. FACTOR:		0.000			0.845			0.704			0.831		0.780

CONTROL: Signal
COMMENT 1:
GPS: 32.852072 -117.209963

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745
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N-S STREET: Mercer St DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 7

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	0	0	13	0	2	10	86	2	7	71	11	202
2:15 PM	1	0	0	8	0	2	3	79	0	15	74	13	195
2:30 PM	0	0	0	8	0	1	2	60	6	15	75	11	178
2:45 PM	4	0	0	13	0	8	15	110	5	13	154	16	338
3:00 PM	0	0	0	11	0	5	23	78	1	7	89	25	239
3:15 PM	0	0	0	17	0	2	15	97	1	12	106	19	269
3:30 PM	1	0	0	18	0	7	14	78	3	12	96	13	242
3:45 PM	0	0	0	8	0	4	18	104	12	25	108	11	290
4:00 PM	1	0	0	11	0	6	7	102	0	11	88	16	242
4:15 PM	1	1	0	12	1	3	9	68	3	20	102	12	232
4:30 PM	0	0	0	13	0	7	21	110	4	13	117	18	303
4:45 PM	1	0	0	4	1	11	12	120	5	2	106	28	290
5:00 PM	3	0	0	13	0	8	10	85	5	14	94	14	246
5:15 PM	1	0	0	6	0	4	10	66	5	7	80	16	195
5:30 PM	3	0	0	9	0	4	15	45	5	7	97	16	201
5:45 PM	1	0	0	11	0	8	18	57	7	16	94	8	220
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	17	1	0	175	2	82	202	1345	64	196	1551	247	3882
Approach %	94.44	5.56	0.00	67.57	0.77	31.66	12.54	83.49	3.97	9.83	77.78	12.39	
App/Depart	18	/	450	259	/	262	1611	/	1520	1994	/	1650	

PM Peak Hr Begins at: 245 PM

PEAK													
Volumes	5	0	0	59	0	22	67	363	10	44	445	73	1088
Approach %	100.00	0.00	0.00	72.84	0.00	27.16	15.23	82.50	2.27	7.83	79.18	12.99	
PEAK HR. FACTOR:		0.313			0.810			0.846			0.768		0.805

CONTROL: Signal
COMMENT 1: 0
GPS: 32.852072 -117.209963

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Mercer St
E-W STREET: Governor Dr

Date: 05/01/25
Day: THURSDAY

City: San Diego
Project #: GOV IC 7

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	1	1	0	0	
7:15 AM	5	1	0	0	
7:30 AM	2	6	0	0	
7:45 AM	0	5	1	1	
8:00 AM	5	5	0	0	
8:15 AM	1	9	2	1	
8:30 AM	1	23	16	4	GRAND
8:45 AM	3	8	3	0	TOTAL
TOTAL	18	58	22	6	104

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
2:00 PM	3	2	0	1	
2:15 PM	0	2	0	0	
2:30 PM	1	1	1	2	
2:45 PM	3	23	9	5	
3:00 PM	1	8	0	0	
3:15 PM	1	5	1	1	
3:30 PM	1	13	2	6	
3:45 PM	7	0	1	4	
4:00 PM	2	4	0	0	
4:15 PM	0	0	1	1	
4:30 PM	0	3	0	2	
4:45 PM	5	4	5	1	
5:00 PM	2	8	10	5	
5:15 PM	0	3	3	0	
5:30 PM	0	2	3	2	GRAND
5:45 PM	1	1	0	0	TOTAL
TOTAL	27	79	36	30	172

MAP

	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

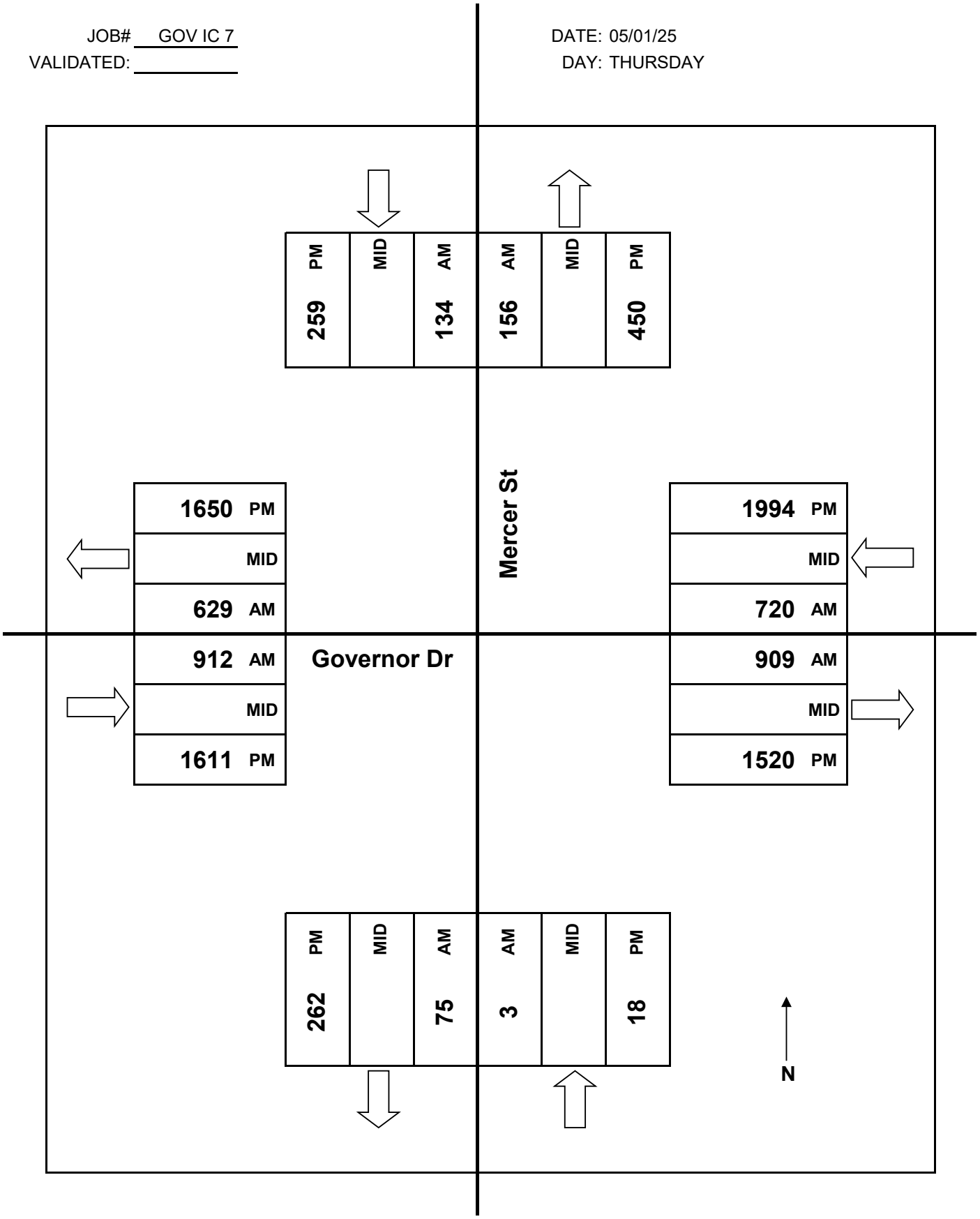
	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	
8:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	9	0	1	1	0	11

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	TOTAL
TOTAL	0	0	0	0	0	0	0	5	0	0	3	0	8

JOB# GOV IC 7
VALIDATED:

DATE: 05/01/25
DAY: THURSDAY



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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Summary

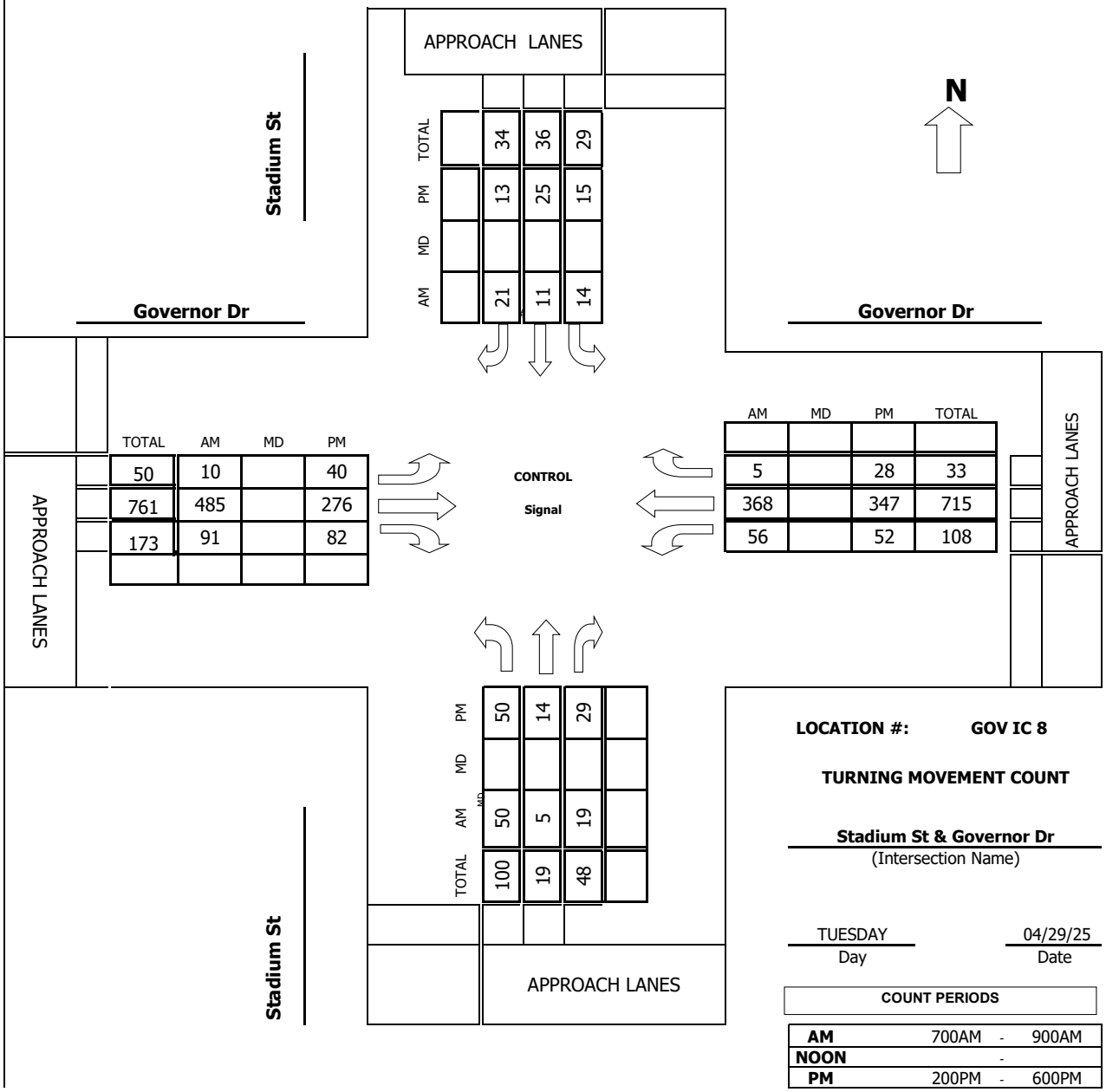
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Stadium St	&	Governor Dr	32.850803	-117.213386	GOV IC 8	04/29/25	0700-0900	1808	316	1	14	2139	14.8%	0.0%	0.7%	84.5%
PM	Stadium St	&	Governor Dr	32.850803	-117.213386	GOV IC 8	04/29/25	1400-1800	3610	0	0	11	3621	0.0%	0.0%	0.3%	99.7%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: GOV IC 8

TMC SUMMARY OF Stadium St & Governor Dr



LOCATION #: GOV IC 8

TURNING MOVEMENT COUNT

Stadium St & Governor Dr
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	600PM

AM PEAK HOUR 800 AM

NOON PEAK HOUR

PM PEAK HOUR 300 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
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N-S STREET: Stadium St DATE: 04/29/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: TUESDAY PROJECT# GOV IC 8

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	0	1	0	0	0	0	43	10	2	37	0	97
7:15 AM	4	0	4	0	1	5	4	49	8	2	34	0	111
7:30 AM	13	1	4	0	1	7	2	83	13	10	50	1	185
7:45 AM	9	1	2	4	1	2	1	124	22	14	98	2	280
8:00 AM	7	0	4	2	0	6	2	80	9	12	99	0	221
8:15 AM	7	0	4	1	0	4	3	132	16	10	76	0	253
8:30 AM	19	1	3	7	5	5	3	136	42	20	74	2	317
8:45 AM	17	4	8	4	6	6	2	137	24	14	119	3	344
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	80	7	30	18	14	35	17	784	144	84	587	8	1808
Approach %	68.38	5.98	25.64	26.87	20.90	52.24	1.80	82.96	15.24	12.37	86.45	1.18	
App/Depart	117	/	32	67	/	242	945	/	832	679	/	702	

AM Peak Hr Begins at: 800 AM

PEAK													
Volumes	50	5	19	14	11	21	10	485	91	56	368	5	1135
Approach %	67.57	6.76	25.68	30.43	23.91	45.65	1.71	82.76	15.53	13.05	85.78	1.17	
PEAK HR. FACTOR:		0.638			0.676			0.809			0.789		0.825

CONTROL: Signal
COMMENT 1:
GPS: 32.850803 -117.213386

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
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N-S STREET: Stadium St DATE: 04/29/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: TUESDAY PROJECT# GOV IC 8

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	7	0	2	3	1	1	7	63	11	7	74	7	183
2:15 PM	8	0	5	2	3	0	8	74	10	9	69	4	192
2:30 PM	9	1	2	2	2	4	5	69	14	6	88	8	210
2:45 PM	11	2	7	5	5	1	9	58	9	8	85	5	205
3:00 PM	14	3	9	4	8	2	11	69	16	14	79	9	238
3:15 PM	16	5	11	6	9	6	7	85	20	16	69	6	256
3:30 PM	12	4	7	3	6	3	13	55	21	13	88	8	233
3:45 PM	8	2	2	2	2	2	9	67	25	9	111	5	244
4:00 PM	9	1	5	5	1	5	6	54	19	10	108	7	230
4:15 PM	6	0	6	2	0	2	8	73	13	11	106	4	231
4:30 PM	3	0	3	1	0	4	11	65	9	10	125	9	240
4:45 PM	2	1	2	4	0	2	10	82	6	7	124	6	246
5:00 PM	5	0	5	1	1	6	7	74	11	8	119	3	240
5:15 PM	8	0	8	2	0	3	8	82	10	5	101	2	229
5:30 PM	5	1	7	5	0	3	5	67	12	9	97	5	216
5:45 PM	7	0	7	2	0	2	9	74	9	6	96	5	217
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	130	20	88	49	38	46	133	1111	215	148	1539	93	3610
Approach %	54.62	8.40	36.97	36.84	28.57	34.59	9.12	76.15	14.74	8.31	86.46	5.22	
App/Depart	238	/	246	133	/	401	1459	/	1248	1780	/	1715	

PM Peak Hr Begins at: 300 PM

PEAK													
Volumes	50	14	29	15	25	13	40	276	82	52	347	28	971
Approach %	53.76	15.05	31.18	28.30	47.17	24.53	10.05	69.35	20.60	12.18	81.26	6.56	
PEAK HR. FACTOR:		0.727			0.631			0.888			0.854		0.948

CONTROL: Signal
COMMENT 1: 0
GPS: 32.850803 -117.213386

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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Pedestrian & Bicycle Study

N-S STREET: Stadium St
E-W STREET: Governor Dr

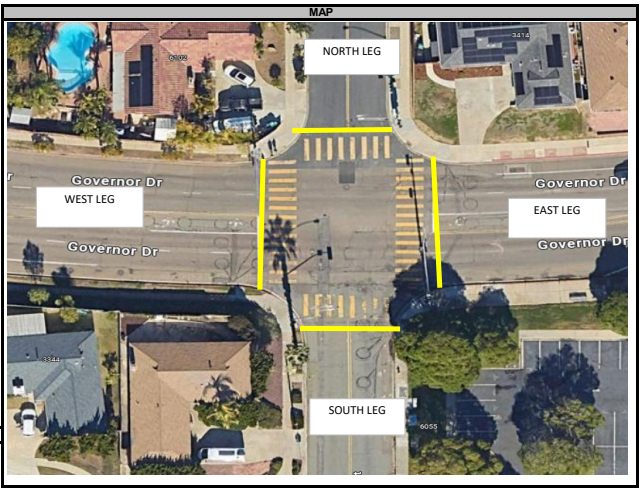
Date: 04/29/25
Day: TUESDAY

City: San Diego
Project #: GOV IC 8

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	0	1	0	2	
7:15 AM	5	0	1	0	
7:30 AM	0	1	4	2	
7:45 AM	4	3	0	0	
8:00 AM	6	0	0	0	
8:15 AM	0	4	0	0	
8:30 AM	9	14	41	11	GRAND
8:45 AM	4	100	73	31	TOTAL
TOTAL	28	123	119	46	316

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
2:00 PM	0	0	0	0	
2:15 PM	0	0	0	0	
2:30 PM	0	0	0	0	
2:45 PM	0	0	0	0	
3:00 PM	0	0	0	0	
3:15 PM	0	0	0	0	
3:30 PM	0	0	0	0	
3:45 PM	0	0	0	0	
4:00 PM	0	0	0	0	
4:15 PM	0	0	0	0	
4:30 PM	0	0	0	0	
4:45 PM	0	0	0	0	
5:00 PM	0	0	0	0	
5:15 PM	0	0	0	0	
5:30 PM	0	0	0	0	GRAND
5:45 PM	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0

MAP



	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	1	0	0	0	0	1

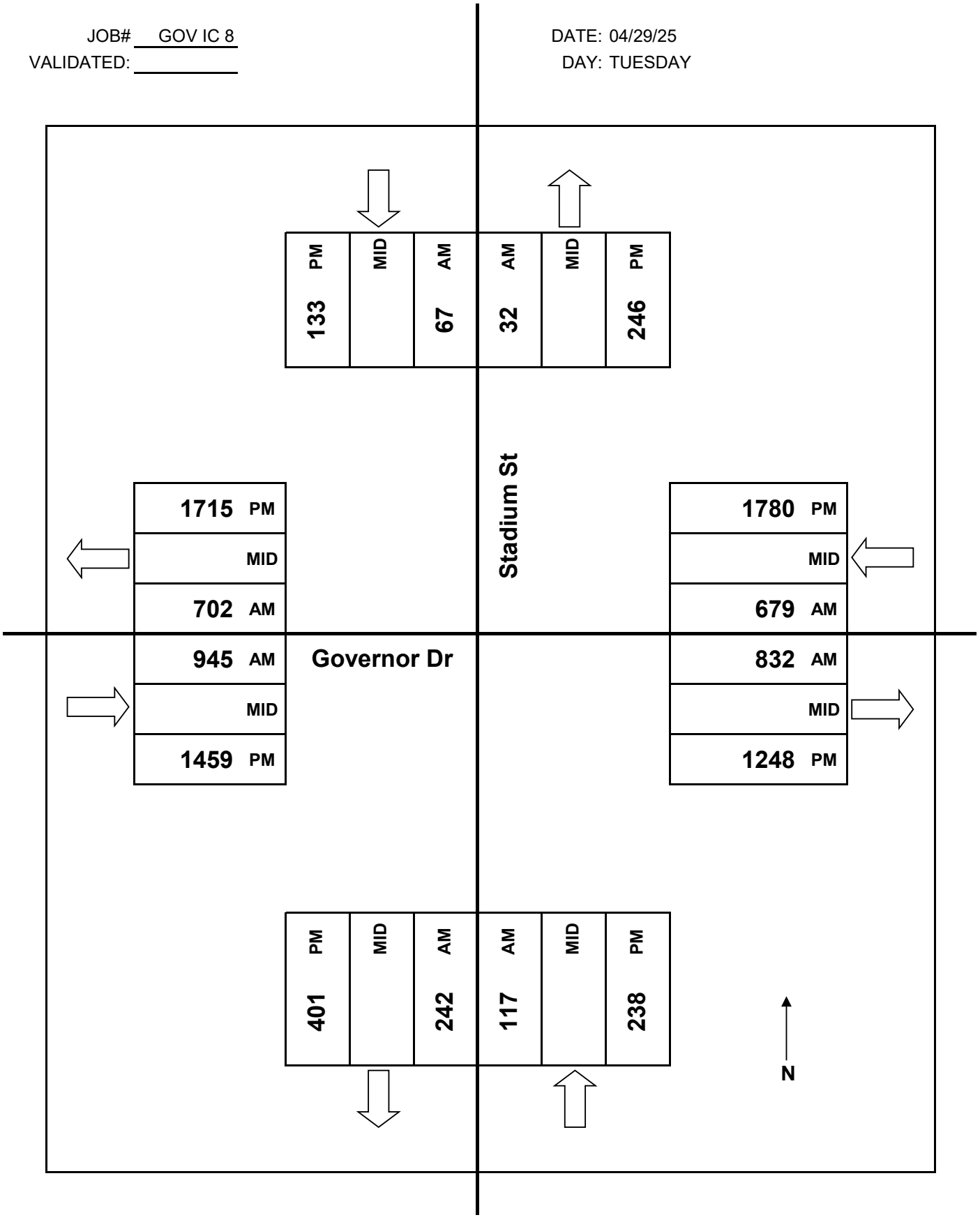
	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	4	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	13	0	0	1	0	14

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	
3:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	TOTAL
TOTAL	0	0	1	0	0	0	0	6	0	0	4	0	11

JOB# GOV IC 8
VALIDATED:

DATE: 04/29/25
DAY: TUESDAY



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Summary

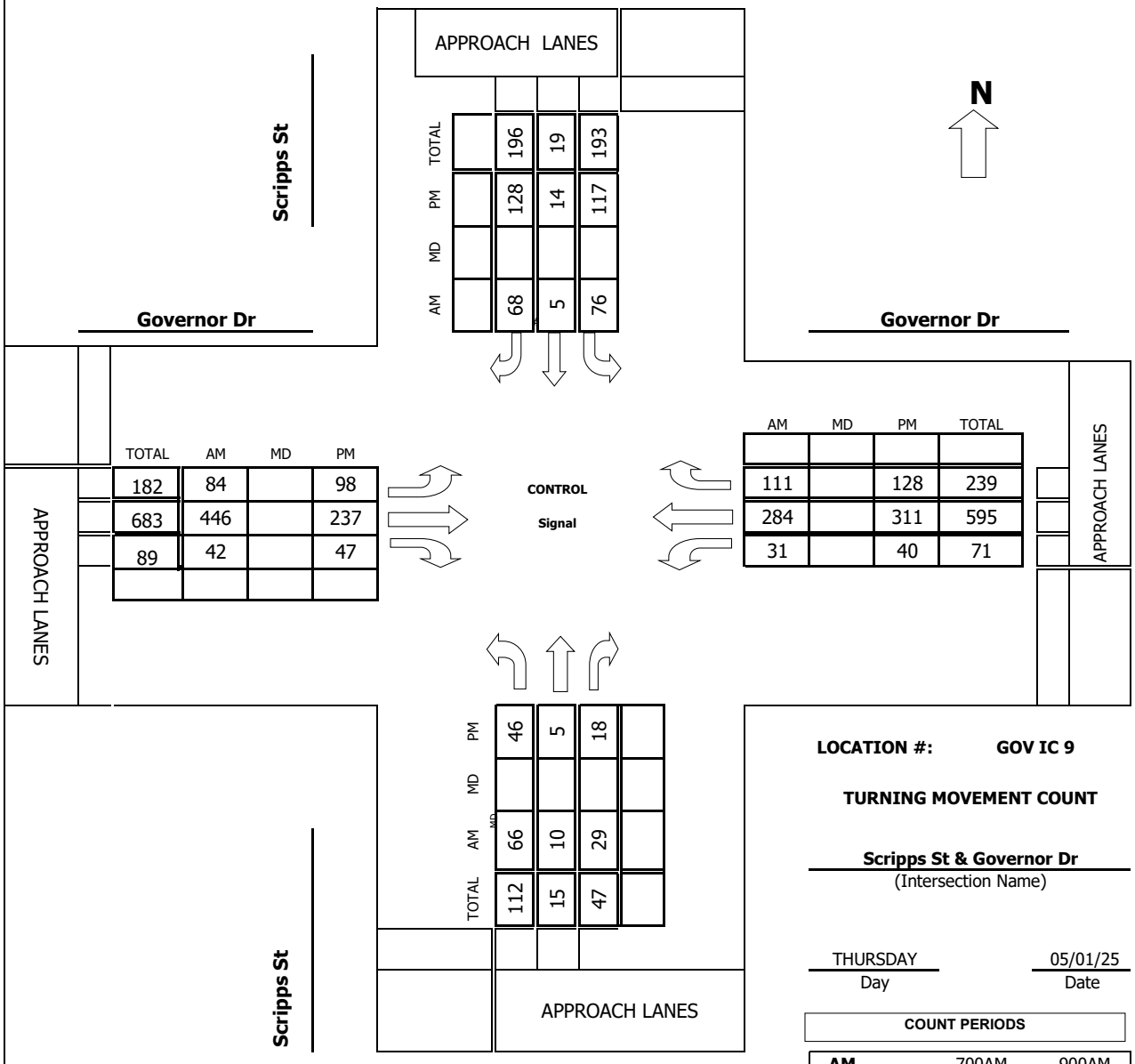
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Scripps St	&	Governor Dr	32.851150	-117.215315	GOV IC 9	05/01/25	0700-0900	2083	60	0	11	2154	2.8%	0.0%	0.5%	96.7%
PM	Scripps St	&	Governor Dr	32.851150	-117.215315	GOV IC 9	05/01/25	1400-1800	4275	100	0	12	4387	2.3%	0.0%	0.3%	97.4%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: GOV IC 9

TMC SUMMARY OF Scripps St & Governor Dr



LOCATION #: GOV IC 9

TURNING MOVEMENT COUNT

Scripps St & Governor Dr
(Intersection Name)

THURSDAY (Day) 05/01/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	600PM

AM PEAK HOUR 800 AM

NOON PEAK HOUR

PM PEAK HOUR 345 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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N-S STREET: Scripps St DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 9

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0.5	0.5	1	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	1	7	14	0	17	14	33	3	1	16	18	132
7:15 AM	12	1	4	5	1	12	7	44	5	0	29	17	137
7:30 AM	22	1	7	18	1	13	14	82	3	2	53	22	238
7:45 AM	22	4	9	13	0	16	15	128	4	7	82	24	324
8:00 AM	14	3	4	15	2	14	21	77	7	8	84	25	274
8:15 AM	10	2	9	21	3	16	14	109	10	7	53	22	276
8:30 AM	17	3	9	19	0	19	28	139	11	6	67	24	342
8:45 AM	25	2	7	21	0	19	21	121	14	10	80	40	360
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	130	17	56	126	7	126	134	733	57	41	464	192	2083
Approach %	64.04	8.37	27.59	48.65	2.70	48.65	14.50	79.33	6.17	5.88	66.57	27.55	
App/Depart	203	/	343	259	/	105	924	/	915	697	/	720	

AM Peak Hr Begins at: 800 AM

PEAK													
Volumes	66	10	29	76	5	68	84	446	42	31	284	111	1252
Approach %	62.86	9.52	27.62	51.01	3.36	45.64	14.69	77.97	7.34	7.28	66.67	26.06	
PEAK HR. FACTOR:		0.772			0.931			0.803			0.819		0.869

CONTROL: Signal
COMMENT 1:
GPS: 32.851150 -117.215315

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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N-S STREET: Scripps St DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 9

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0.5	0.5	1	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	6	0	3	16	2	24	21	50	12	7	40	13	194
2:15 PM	9	1	5	26	2	21	28	55	7	1	49	26	230
2:30 PM	9	0	5	34	1	27	28	46	6	13	56	28	253
2:45 PM	15	1	5	14	1	24	30	45	5	3	67	26	236
3:00 PM	14	2	3	26	5	23	28	66	14	8	53	33	275
3:15 PM	13	0	6	28	2	26	25	78	13	5	61	23	280
3:30 PM	11	1	5	23	3	25	21	55	9	6	76	27	262
3:45 PM	10	0	10	33	2	30	35	65	11	9	70	35	310
4:00 PM	10	2	4	28	7	35	24	52	13	10	79	32	296
4:15 PM	10	2	3	26	1	34	16	63	14	11	71	29	280
4:30 PM	16	1	1	30	4	29	23	57	9	10	91	32	303
4:45 PM	3	3	4	33	5	28	21	67	12	7	78	41	302
5:00 PM	9	3	2	35	2	36	21	58	14	5	93	25	303
5:15 PM	7	2	3	23	2	20	19	64	11	4	82	25	262
5:30 PM	6	0	6	26	2	25	22	51	7	6	68	26	245
5:45 PM	4	2	1	20	3	28	19	60	6	3	78	20	244
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	152	20	66	421	44	435	381	932	163	108	1112	441	4275
Approach %	63.87	8.40	27.73	46.78	4.89	48.33	25.81	63.14	11.04	6.50	66.95	26.55	
App/Depart	238	/	842	900	/	315	1476	/	1419	1661	/	1699	

PM Peak Hr Begins at: 345 PM

PEAK													
Volumes	46	5	18	117	14	128	98	237	47	40	311	128	1189
Approach %	66.67	7.25	26.09	45.17	5.41	49.42	25.65	62.04	12.30	8.35	64.93	26.72	

PEAK HR. FACTOR:	0.863	0.925	0.860	0.900	0.959

CONTROL: Signal
COMMENT 1: 0
GPS: 32.851150 -117.215315

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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Pedestrian & Bicycle Study

N-S STREET: Scripps St
E-W STREET: Governor Dr

Date: 05/01/25
Day: THURSDAY

City: San Diego
Project #: GOV IC 9

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	1	3	1	0	
7:15 AM	1	1	2	0	
7:30 AM	4	1	2	0	
7:45 AM	5	0	0	0	
8:00 AM	4	1	0	0	
8:15 AM	2	1	0	3	
8:30 AM	3	15	0	2	GRAND
8:45 AM	1	6	1	0	TOTAL
TOTAL	21	28	6	5	60

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
2:00 PM	0	0	2	2	
2:15 PM	0	4	2	1	
2:30 PM	0	1	2	0	
2:45 PM	8	4	1	1	
3:00 PM	2	0	4	1	
3:15 PM	2	4	3	3	
3:30 PM	0	1	5	9	
3:45 PM	3	0	0	1	
4:00 PM	2	0	2	0	
4:15 PM	0	0	3	3	
4:30 PM	2	1	0	1	
4:45 PM	0	0	0	1	
5:00 PM	1	2	0	3	
5:15 PM	1	0	0	0	
5:30 PM	0	0	0	3	GRAND
5:45 PM	0	6	1	2	TOTAL
TOTAL	21	23	25	31	100

MAP

	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

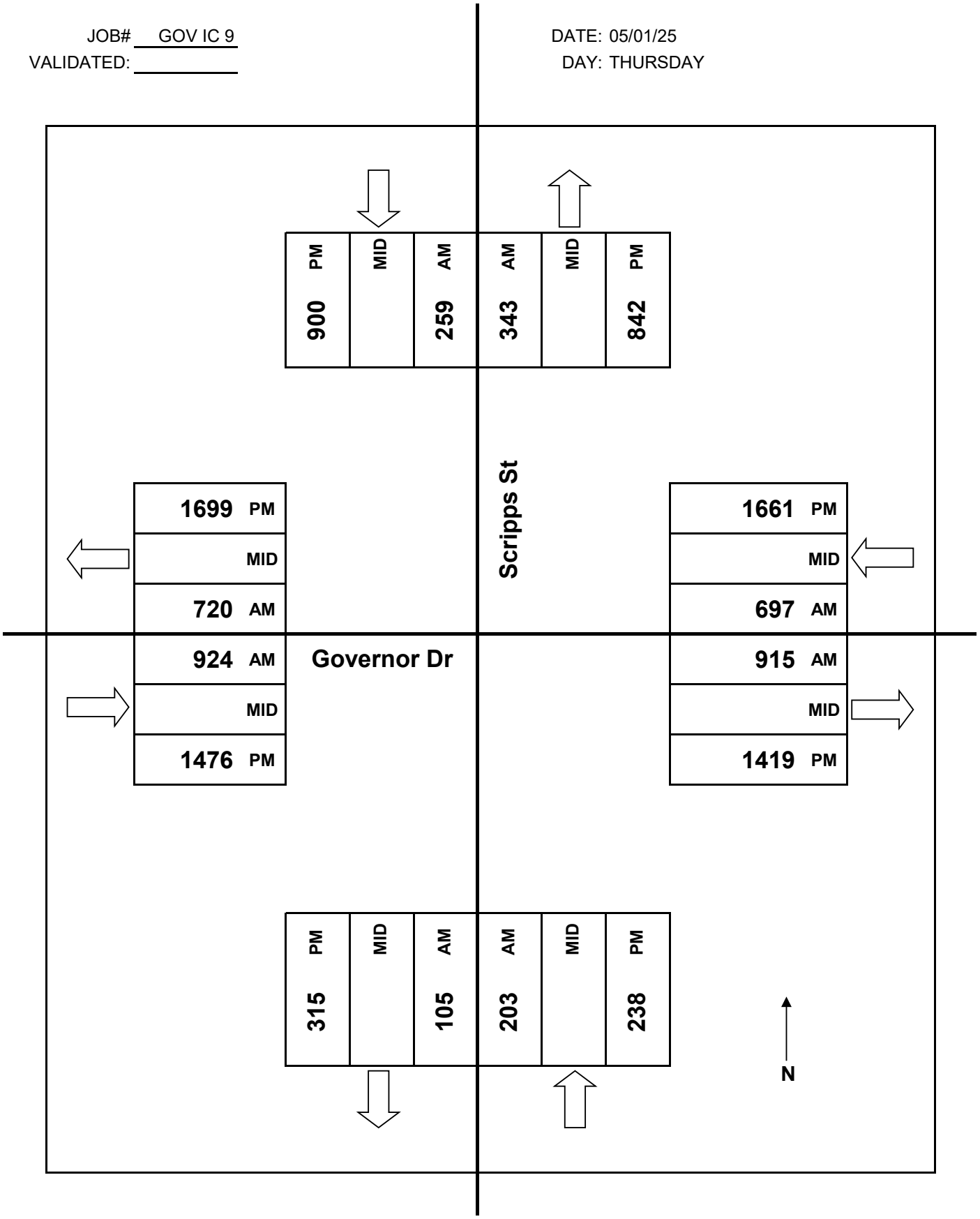
	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	1	0	0	0	2	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	1	0	0	0	0	0	0	2	0	0	0	0	
8:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	1	0	1	1	0	0	0	7	0	0	1	0	11

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	
2:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	1	0	0	0	1	0	0	6	0	0	4	0	12

JOB# GOV IC 9
VALIDATED:

DATE: 05/01/25
DAY: THURSDAY



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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Summary

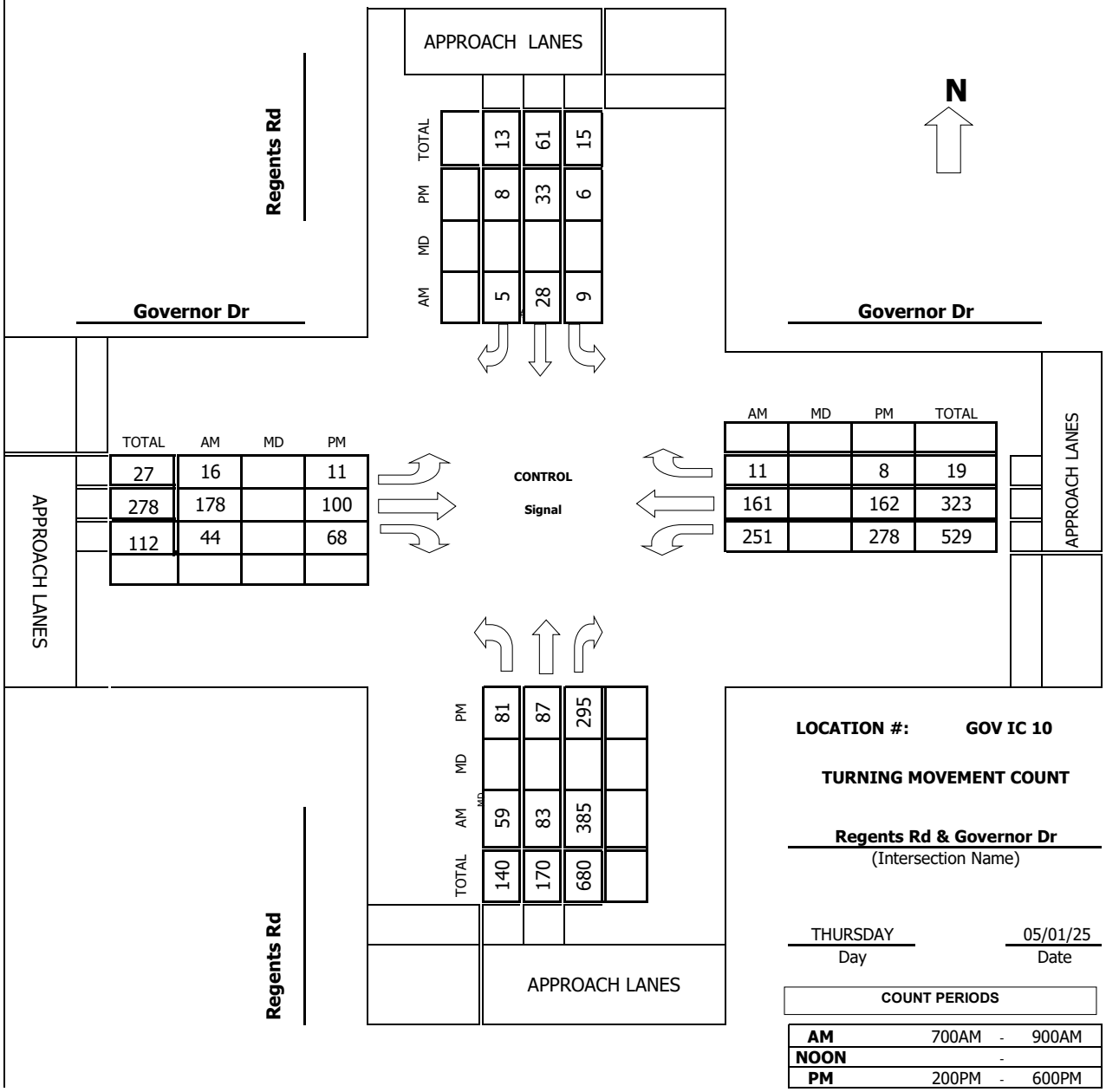
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Regents Rd	&	Governor Dr	32.851540	-117.216811	GOV IC 10	05/01/25	0700-0900	2115	75	0	12	2202	3.4%	0.0%	0.5%	96.0%
PM	Regents Rd	&	Governor Dr	32.851540	-117.216811	GOV IC 10	05/01/25	1400-1800	4084	74	0	14	4172	1.8%	0.0%	0.3%	97.9%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: GOV IC 10

TMC SUMMARY OF Regents Rd & Governor Dr



LOCATION #: GOV IC 10

TURNING MOVEMENT COUNT

Regents Rd & Governor Dr
(Intersection Name)

THURSDAY (Day) 05/01/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	600PM

AM PEAK HOUR 800 AM

NOON PEAK HOUR

PM PEAK HOUR 315 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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N-S STREET: Regents Rd DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 10

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	13	32	1	7	1	2	17	9	30	12	0	129
7:15 AM	4	18	42	1	10	1	0	13	17	37	15	1	159
7:30 AM	14	17	57	0	15	4	1	42	24	72	15	2	263
7:45 AM	18	22	101	0	8	1	3	46	15	78	39	3	334
8:00 AM	7	21	66	1	4	1	8	38	14	69	43	2	274
8:15 AM	14	20	82	2	10	3	0	49	16	45	34	1	276
8:30 AM	22	25	122	0	5	0	3	56	5	58	42	4	342
8:45 AM	16	17	115	6	9	1	5	35	9	79	42	4	338
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	100	153	617	11	68	12	22	296	109	468	242	17	2115
Approach %	11.49	17.59	70.92	12.09	74.73	13.19	5.15	69.32	25.53	64.37	33.29	2.34	
App/Depart	870	/	192	91	/	645	427	/	924	727	/	354	

AM Peak Hr Begins at: 800 AM

PEAK													
Volumes	59	83	385	9	28	5	16	178	44	251	161	11	1230
Approach %	11.20	15.75	73.06	21.43	66.67	11.90	6.72	74.79	18.49	59.34	38.06	2.60	
PEAK HR. FACTOR:		0.780			0.656			0.915			0.846		0.899

CONTROL: Signal
COMMENT 1:
GPS: 32.851540 -117.216811

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
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N-S STREET: Regents Rd DATE: 05/01/25 LOCATION: San Diego

E-W STREET: Governor Dr DAY: THURSDAY PROJECT# GOV IC 10

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	15	21	52	2	4	0	1	29	11	47	23	2	207
2:15 PM	9	15	75	2	7	0	1	13	7	56	23	1	209
2:30 PM	9	17	57	3	5	1	1	20	21	51	40	1	226
2:45 PM	19	19	62	0	6	1	3	18	11	68	38	2	247
3:00 PM	11	20	87	2	3	2	4	19	7	60	30	2	247
3:15 PM	18	25	91	1	6	1	0	24	15	70	30	1	282
3:30 PM	18	20	53	3	7	2	3	29	26	78	32	2	273
3:45 PM	23	26	83	0	15	2	2	28	14	56	52	3	304
4:00 PM	22	16	68	2	5	3	6	19	13	74	48	2	278
4:15 PM	8	16	51	1	6	2	3	41	8	74	42	0	252
4:30 PM	18	16	66	1	10	1	1	22	3	94	40	3	275
4:45 PM	15	23	69	2	2	0	2	29	8	56	51	3	260
5:00 PM	28	17	70	2	12	2	2	21	9	95	41	2	301
5:15 PM	21	16	64	4	8	0	3	26	6	70	38	2	258
5:30 PM	15	15	57	5	8	3	1	18	8	64	35	1	230
5:45 PM	12	12	67	2	6	2	2	16	5	68	43	0	235
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	261	294	1072	32	110	22	35	372	172	1081	606	27	4084
Approach %	16.04	18.07	65.89	19.51	67.07	13.41	6.04	64.25	29.71	63.07	35.36	1.58	
App/Depart	1627	/	356	164	/	1363	579	/	1476	1714	/	889	

PM Peak Hr Begins at: 315 PM

PEAK													
Volumes	81	87	295	6	33	8	11	100	68	278	162	8	1137
Approach %	17.49	18.79	63.71	12.77	70.21	17.02	6.15	55.87	37.99	62.05	36.16	1.79	
PEAK HR. FACTOR:		0.864			0.691			0.772			0.903		0.935

CONTROL: Signal
COMMENT 1: 0
GPS: 32.851540 -117.216811

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

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Pedestrian & Bicycle Study

N-S STREET: Regents Rd
E-W STREET: Governor Dr

Date: 05/01/25
Day: THURSDAY

City: San Diego
Project #: GOV IC 10

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	3	2	0	0	
7:15 AM	1	2	0	0	
7:30 AM	3	5	0	0	
7:45 AM	2	2	0	0	
8:00 AM	4	2	0	0	
8:15 AM	3	2	1	0	
8:30 AM	9	9	3	4	GRAND
8:45 AM	9	6	1	2	TOTAL
TOTAL	34	30	5	6	75

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
2:00 PM	0	4	0	0	
2:15 PM	0	2	1	0	
2:30 PM	2	1	0	0	
2:45 PM	2	0	0	2	
3:00 PM	1	1	0	0	
3:15 PM	1	0	0	3	
3:30 PM	6	2	0	1	
3:45 PM	0	4	0	0	
4:00 PM	0	0	3	0	
4:15 PM	1	1	0	0	
4:30 PM	0	3	0	0	
4:45 PM	3	1	0	0	
5:00 PM	2	3	1	1	
5:15 PM	1	5	0	0	
5:30 PM	1	5	0	1	GRAND
5:45 PM	5	4	0	0	TOTAL
TOTAL	25	36	5	8	74

MAP

	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

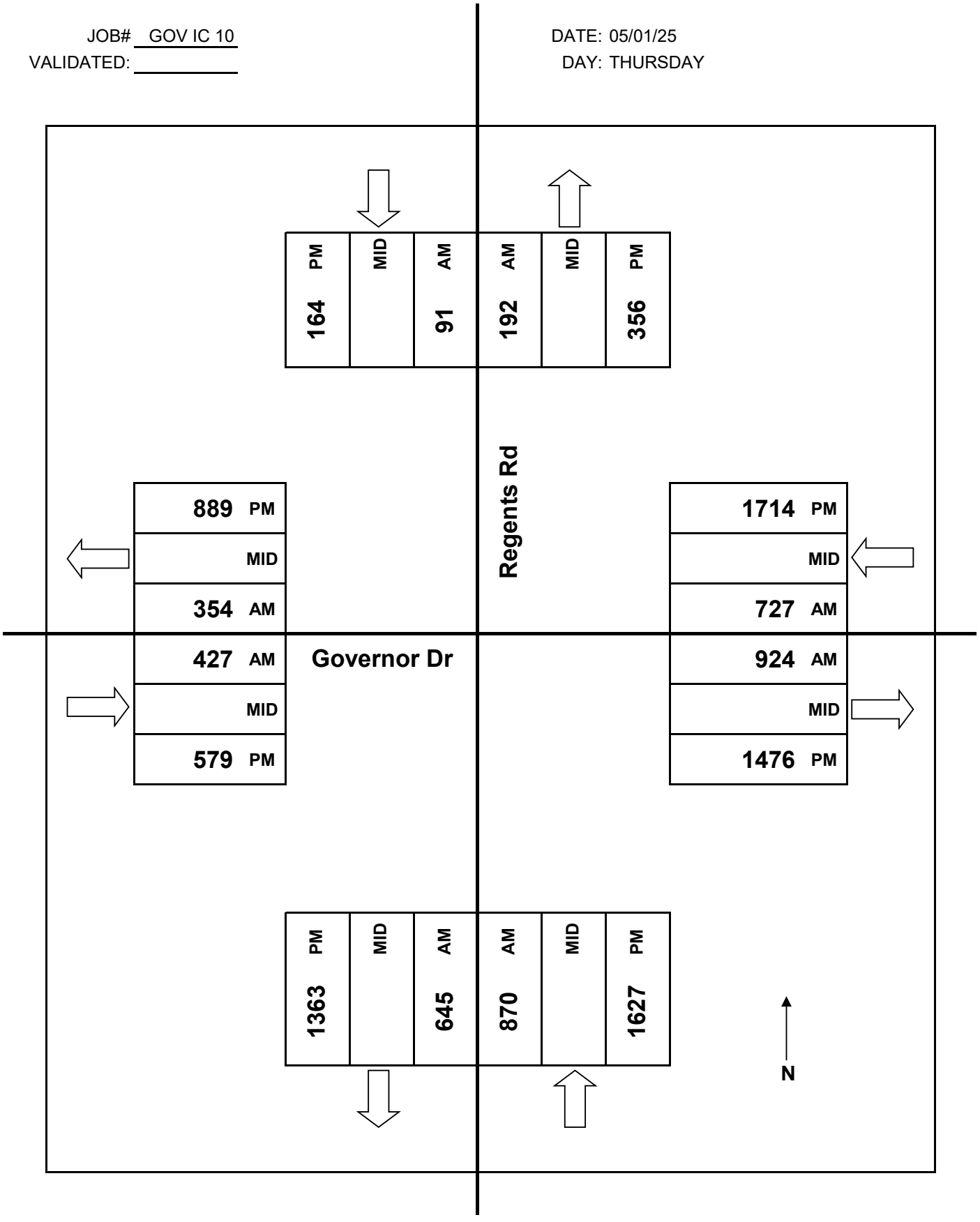
	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	1	0	0	1	1	0	0	0	
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	2	0	0	1	0	1	4	2	0	2	0	12

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	
4:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	1	0	0	2	0	0	5	1	0	5	0	14

JOB# GOV IC 10
VALIDATED: _____

DATE: 05/01/25
DAY: THURSDAY



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Summary

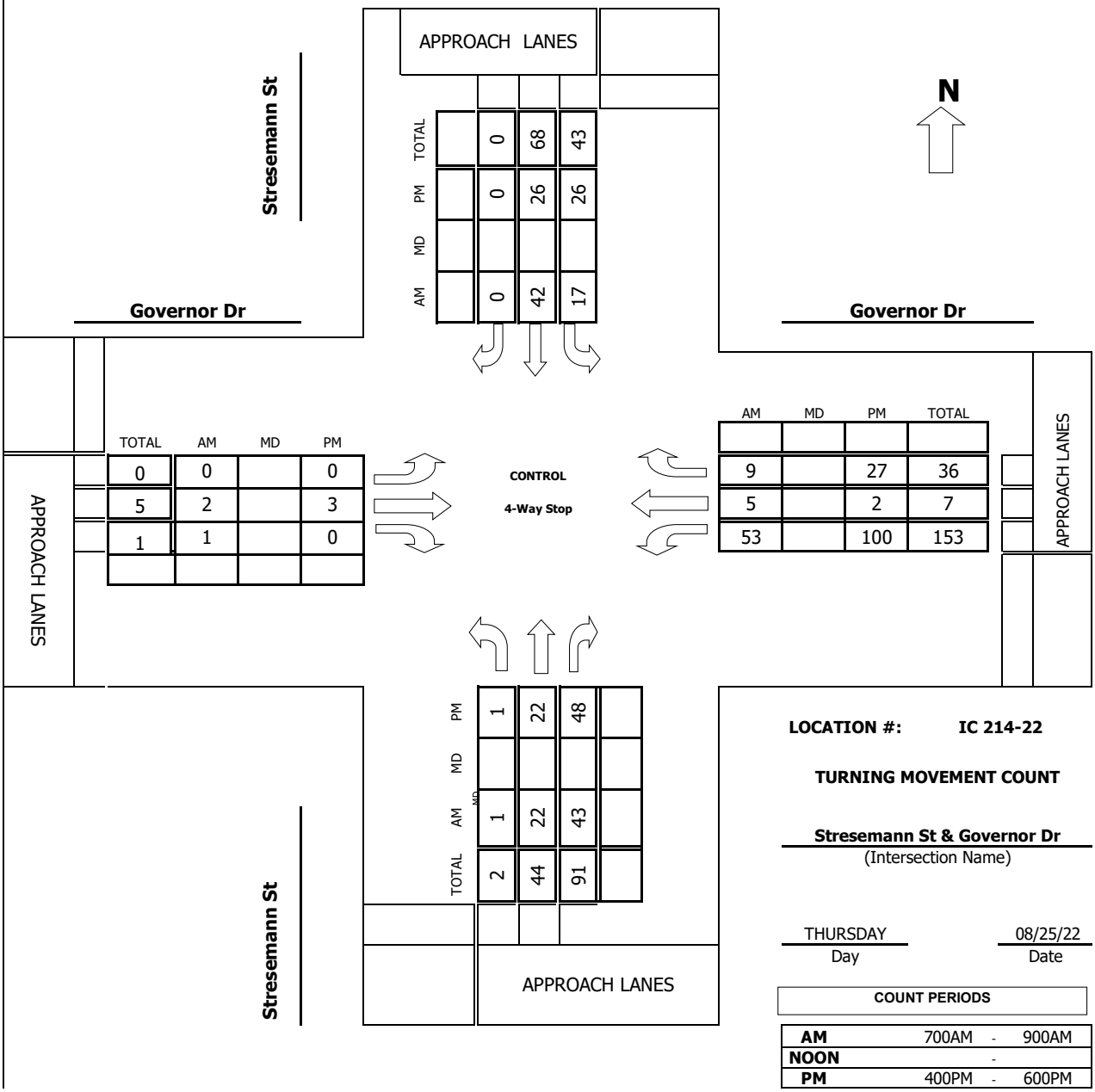
	Location			Latitude	Longitude	FILE NO	STUDY DATE	STUDY TIME	VEHICLES	PEDS	OTHER	BICYCLES	TOTAL	Mode Share PEDS	Mode Share OTHER	Mode Share BICYCLES	Mode Share Vehicles
AM	Stresemann St	&	Governor Dr	32.84991	-117.222571	IC 214-22	08/25/22	0700-0900	331	58	0	9	398	14.6%	0.0%	2.3%	83.2%
PM	Stresemann St	&	Governor Dr	32.84991	-117.222571	IC 214-22	08/25/22	1600-1800	499	26	0	8	533	4.9%	0.0%	1.5%	93.6%

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: IC 214-22

TMC SUMMARY OF Stresemann St & Governor Dr



LOCATION #: IC 214-22

TURNING MOVEMENT COUNT

Stresemann St & Governor Dr
(Intersection Name)

THURSDAY (Day) 08/25/22 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 800 AM

NOON PEAK HOUR

PM PEAK HOUR 400 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET:	Stresemann St	DATE:	08/25/22	LOCATION:	San Diego
E-W STREET:	Governor Dr	DAY:	THURSDAY	PROJECT#	IC 214-22

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	1	9	2	3	0	0	0	0	9	0	1	25
7:15 AM	0	1	6	1	9	0	0	0	0	4	0	2	23
7:30 AM	0	2	7	3	11	0	0	0	0	13	1	2	39
7:45 AM	0	5	13	6	7	1	0	2	1	10	1	3	49
8:00 AM	0	4	8	2	12	0	0	0	0	14	2	4	46
8:15 AM	0	5	10	4	11	0	0	0	0	13	0	2	45
8:30 AM	0	6	12	4	11	0	0	2	0	16	1	0	52
8:45 AM	1	7	13	7	8	0	0	0	1	10	2	3	52
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1	31	78	29	72	1	0	4	2	89	7	17	331
Approach %	0.91	28.18	70.91	28.43	70.59	0.98	0.00	66.67	33.33	78.76	6.19	15.04	
App/Depart	110	/	48	102	/	163	6	/	111	113	/	9	

AM Peak Hr Begins at: 800 AM

PEAK													
Volumes	1	22	43	17	42	0	0	2	1	53	5	9	195
Approach %	1.52	33.33	65.15	28.81	71.19	0.00	0.00	66.67	33.33	79.10	7.46	13.43	
PEAK HR. FACTOR:		0.786			0.983			0.375			0.838		0.938

CONTROL: 4-Way Stop
COMMENT 1:
GPS: 32.84991 -117.222571

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET:	Stresemann St 0	DATE:	08/25/22	LOCATION:	San Diego
E-W STREET:	Governor Dr	DAY:	THURSDAY	PROJECT#	IC 214-22

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	6	14	3	11	0	0	1	0	31	1	8	75
4:15 PM	0	6	13	11	5	0	0	0	0	22	1	4	62
4:30 PM	1	5	12	9	8	0	0	2	0	26	0	7	70
4:45 PM	0	5	9	3	2	0	0	0	0	21	0	8	48
5:00 PM	0	12	14	3	3	1	0	1	0	20	0	10	64
5:15 PM	0	9	12	3	5	0	0	0	0	27	0	7	63
5:30 PM	0	7	17	6	10	0	0	1	0	18	2	11	72
5:45 PM	0	2	10	2	8	0	0	0	0	17	0	6	45
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1	52	101	40	52	1	0	5	0	182	4	61	499
Approach %	0.65	33.77	65.58	43.01	55.91	1.08	0.00	100.00	0.00	73.68	1.62	24.70	
App/Depart	154	/	113	93	/	234	5	/	146	247	/	6	

PM Peak Hr Begins at: 400 PM

PEAK													
Volumes	1	22	48	26	26	0	0	3	0	100	2	27	255
Approach %	1.41	30.99	67.61	50.00	50.00	0.00	0.00	100.00	0.00	77.52	1.55	20.93	
PEAK HR. FACTOR:		0.888			0.765			0.375			0.806		0.850

CONTROL: 4-Way Stop
COMMENT 1: 0
GPS: 32.84991 -117.222571

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Stresemann St
E-W STREET: Governor Dr

Date: 08/25/22
Day: THURSDAY

City: San Diego
Project #: IC 214-22

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	1	0	2	8	
7:15 AM	0	0	3	4	
7:30 AM	1	0	1	5	
7:45 AM	5	1	2	8	
8:00 AM	0	0	2	1	
8:15 AM	0	0	2	1	
8:30 AM	1	0	2	1	GRAND
8:45 AM	2	0	2	3	TOTAL
TOTAL	10	1	16	31	58

	PEDESTRIANS				
	N-LEG	S-LEG	E-LEG	W-LEG	
4:00 PM	1	0	0	0	
4:15 PM	0	0	0	0	
4:30 PM	0	2	0	2	
4:45 PM	0	0	0	2	
5:00 PM	2	0	1	3	
5:15 PM	1	0	0	2	
5:30 PM	1	1	0	5	GRAND
5:45 PM	1	0	0	2	TOTAL
TOTAL	6	3	1	16	26

	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

	OTHER (SCOOTERS, SKATEBOARD, ETC) FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

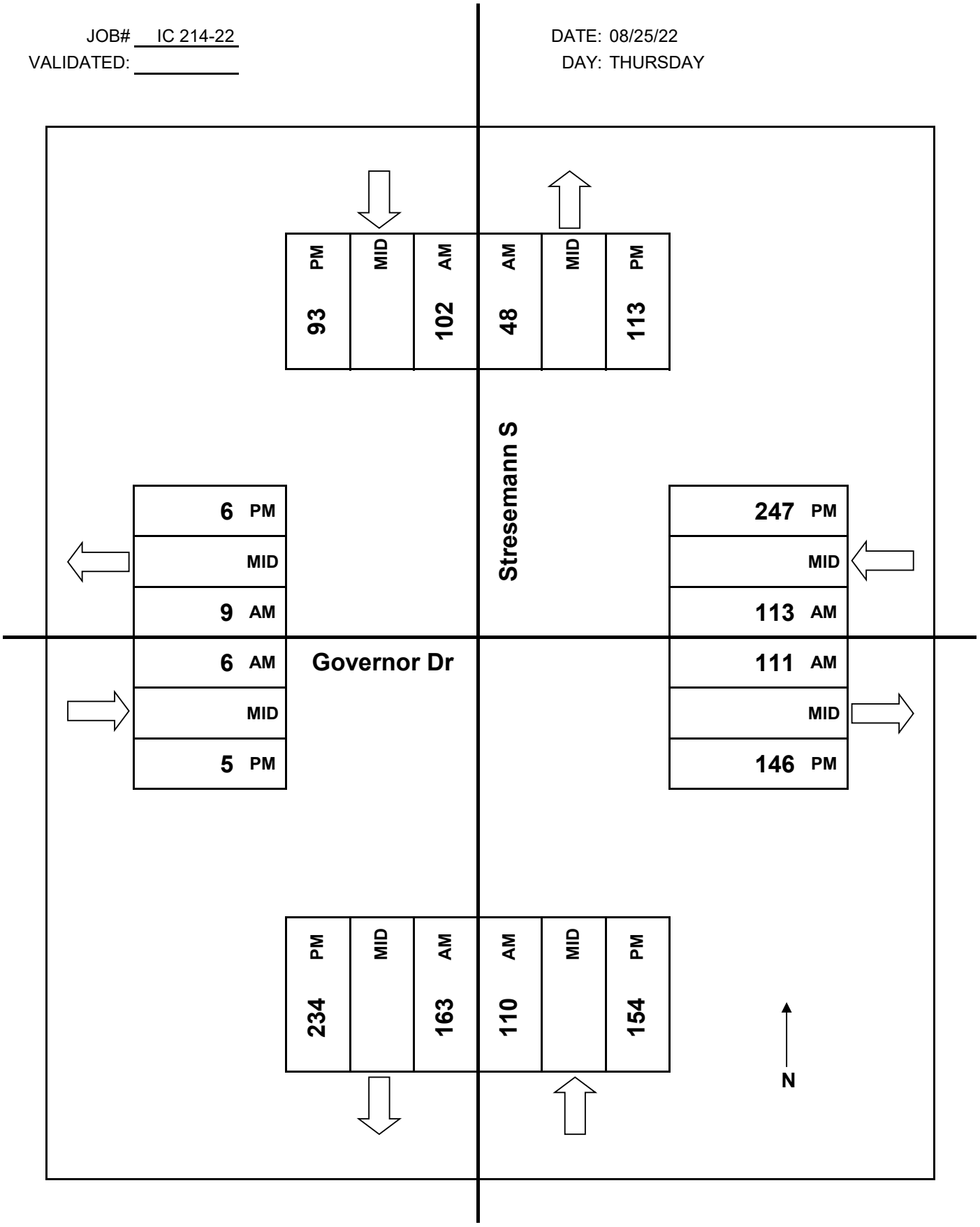
	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	2	0	0	0	0	0	0	0	1	0	0	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
TOTAL	0	2	1	0	4	0	0	0	0	1	0	1	9

	BICYCLES FROM SIDEWALK AND ROADWAY												
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	GRAND
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	TOTAL
TOTAL	0	0	2	0	2	0	0	0	0	4	0	0	8

MAP

JOB# IC 214-22
VALIDATED: _____

DATE: 08/25/22
DAY: THURSDAY



Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
City of San Diego
202 C St
San Diego, CA 92101

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: GOV VSC 1
Street: Governor Dr
Location: btwn I-805 SB Off Ramp & Erlanger St

GPS FOR EB/NB LOC: 32.85309 / 0.00000
GPS FOR WB/SB LOC: -117.18967 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:

EB	6,521	vehicles
WB	5,911	vehicles
Total	12,432	vehicles

85th Percentile

EB	39.0	mph
WB	40.0	mph
Average	39.5	mph

Percentile Speeds	**EB**	**WB**	
10%	29	25	mph
15%	31	27	mph
50%	36	35	mph
85%	39	40	mph
95%	44	44	mph
Posted speed limit:	35	35	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	4	2	39	211	402	1406	3530	733	159	30	3	2	0
WB	7	19	162	311	768	1470	2180	736	209	39	6	4	0
Total	11	21	201	522	1170	2876	5710	1469	368	69	9	6	0

Classification Summary (FHWA Scheme F)

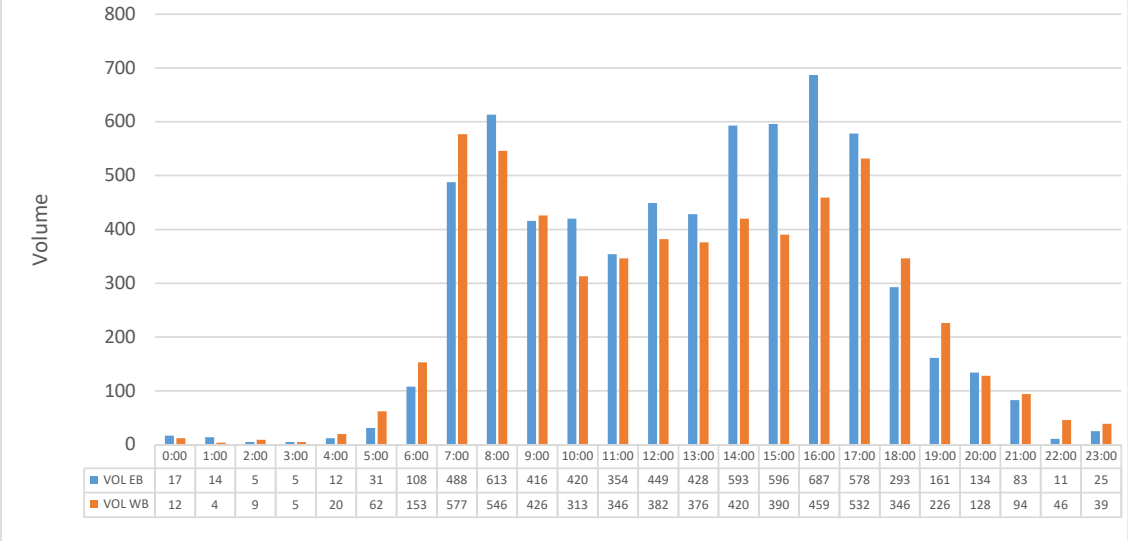
	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	26	5896	382	7	129	53	2	16	6	1	2	1	0
WB	60	5222	368	14	181	39	13	9	1	2	1	1	0
Total	86	11118	750	21	310	92	15	25	7	3	3	2	0
	0.7%	89.4%	6.0%	0.2%	2.5%	0.7%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%

EB	WB	TOTAL
6521	5911	12432
6521	5911	12432

Field Data Services of Arizona

24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	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
VOL EB	17	14	5	5	12	31	108	488	613	416	420	354	449	428	593	596	687	578	293	161	134	83	11	25
VOL WB	12	4	9	5	20	62	153	577	546	426	313	346	382	376	420	390	459	532	346	226	128	94	46	39

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
City of San Diego
202 C St
San Diego, CA 92101

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: GOV VSC 2
Street: Governor Dr
Location: btwn Erlanger St & Edmonton Ave

GPS FOR EB/NB LOC: 32.853400 / 0.00000
GPS FOR WB/SB LOC: -117.198600 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:

EB	6,215	vehicles
WB	6,756	vehicles
Total	12,971	vehicles

85th Percentile

EB	40.0	mph
WB	39.0	mph
Average	39.5	mph

Percentile Speeds	**EB**	**WB**	
10%	27	25	mph
15%	29	27	mph
50%	36	35	mph
85%	40	39	mph
95%	44	44	mph
Posted speed limit:	35	35	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	2	7	39	327	593	1531	2631	825	214	37	8	1	0
WB	5	32	189	349	840	1566	2764	761	197	44	5	4	0
Total	7	39	228	676	1433	3097	5395	1586	411	81	13	5	0

Classification Summary (FHWA Scheme F)

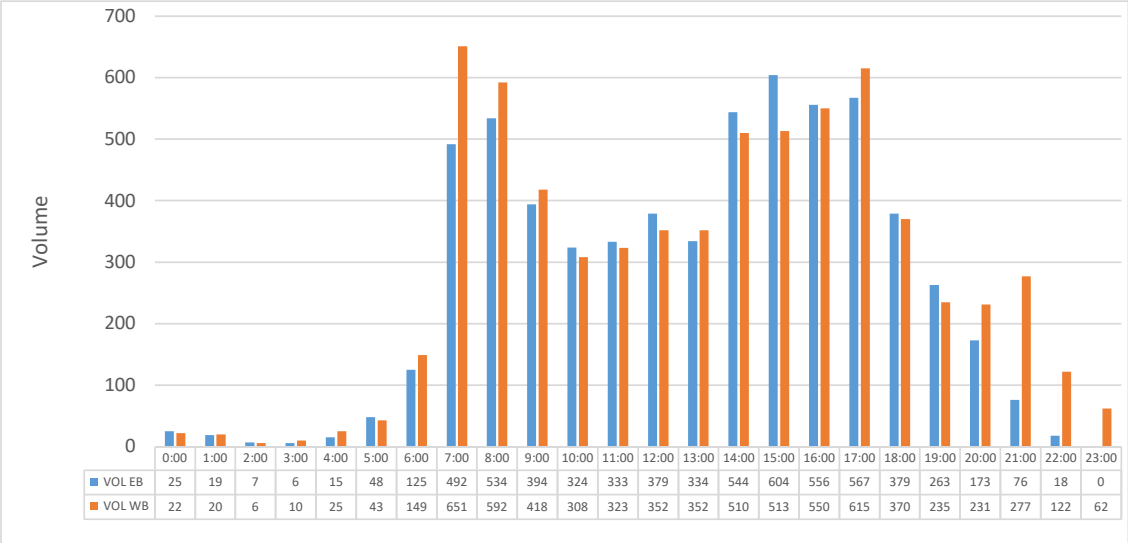
	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	55	5358	398	12	280	65	7	20	10	3	2	2	3
WB	66	5984	413	11	233	30	9	6	3	0	0	1	0
Total	121	11342	811	23	513	95	16	26	13	3	2	3	3
	0.9%	87.4%	6.3%	0.2%	4.0%	0.7%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%

EB	WB	TOTAL
6215	6756	12971
6215	6756	12971

Field Data Services of Arizona

24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	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
VOL EB	25	19	7	6	15	48	125	492	534	394	324	333	379	334	544	604	556	567	379	263	173	76	18	0
VOL WB	22	20	6	10	25	43	149	651	592	418	308	323	352	352	510	513	550	615	370	235	231	277	122	62

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
City of San Diego
202 C St
San Diego, CA 92101

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: GOV VSC 3
Street: Governor Dr
Location: btwn Edmonton Ave & Genesee Ave

GPS FOR EB/NB LOC: 13918.00000 / 0.00000
GPS FOR WB/SB LOC: -117.202500 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:

EB	7,971	vehicles
WB	5,947	vehicles
Total	13,918	vehicles

85th Percentile

EB	34.0	mph
WB	34.0	mph
Average	34.0	mph

Percentile Speeds	**EB**	**WB**	
10%	17	21	mph
15%	19	23	mph
50%	28	31	mph
85%	34	34	mph
95%	38	38	mph
Posted speed limit:	35	35	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	39	260	904	1091	2219	2436	853	143	19	6	1	0	0
WB	16	54	357	665	1246	2942	508	130	25	3	1	0	0
Total	55	314	1261	1756	3465	5378	1361	273	44	9	2	0	0

Classification Summary (FHWA Scheme F)

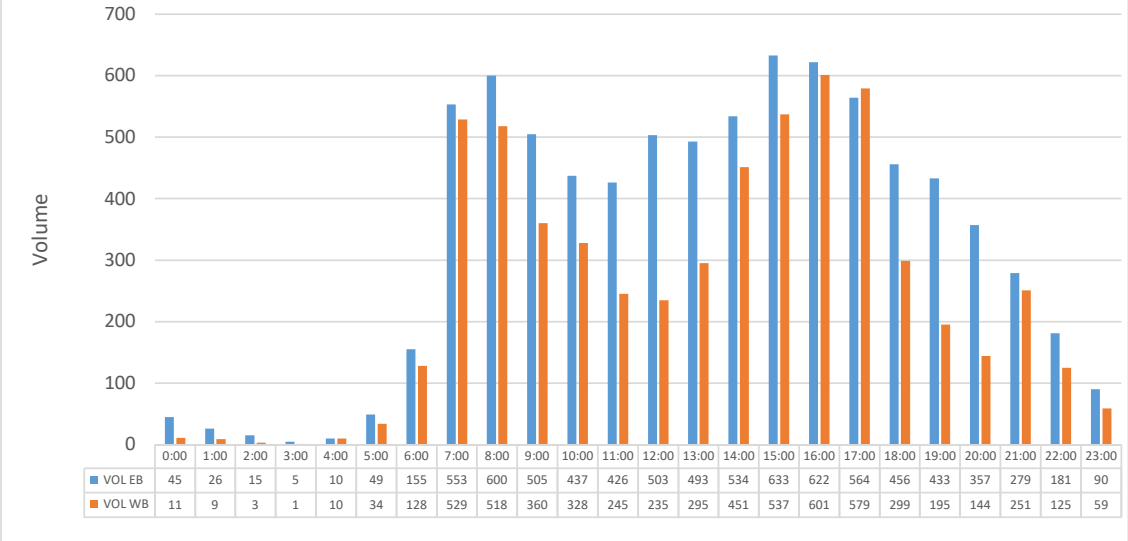
	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	73	6893	538	11	310	65	37	23	7	2	2	5	5
WB	23	5381	349	4	183	4	1	2	0	0	0	0	0
Total	96	12274	887	15	493	69	38	25	7	2	2	5	5
	0.7%	88.2%	6.4%	0.1%	3.5%	0.5%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%

EB	WB	TOTAL
7971	5947	13918
7971	5947	13918

Field Data Services of Arizona

24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	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
VOL EB	45	26	15	5	10	49	155	553	600	505	437	426	503	493	534	633	622	564	456	433	357	279	181	90
VOL WB	11	9	3	1	10	34	128	529	518	360	328	245	235	295	451	537	601	579	299	195	144	251	125	59

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
City of San Diego
202 C St
San Diego, CA 92101

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: GOV VSC 4
Street: Governor Dr
Location: btwn Genesee Ave & Mercer St

GPS FOR EB/NB LOC: 32.85321 / 0.00000
GPS FOR WB/SB LOC: -117.208270 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:

EB	5,281	vehicles
WB	5,202	vehicles
Total	10,483	vehicles

85th Percentile

EB	39.0	mph
WB	41.0	mph
Average	40.0	mph

Percentile Speeds	**EB**	**WB**	
10%	24	26	mph
15%	26	28	mph
50%	33	35	mph
85%	39	41	mph
95%	44	45	mph
Posted speed limit:	35	35	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	2	23	117	388	796	1717	1519	561	128	22	5	1	2
WB	5	7	50	243	702	1512	1616	787	216	50	10	2	2
Total	7	30	167	631	1498	3229	3135	1348	344	72	15	3	4

Classification Summary (FHWA Scheme F)

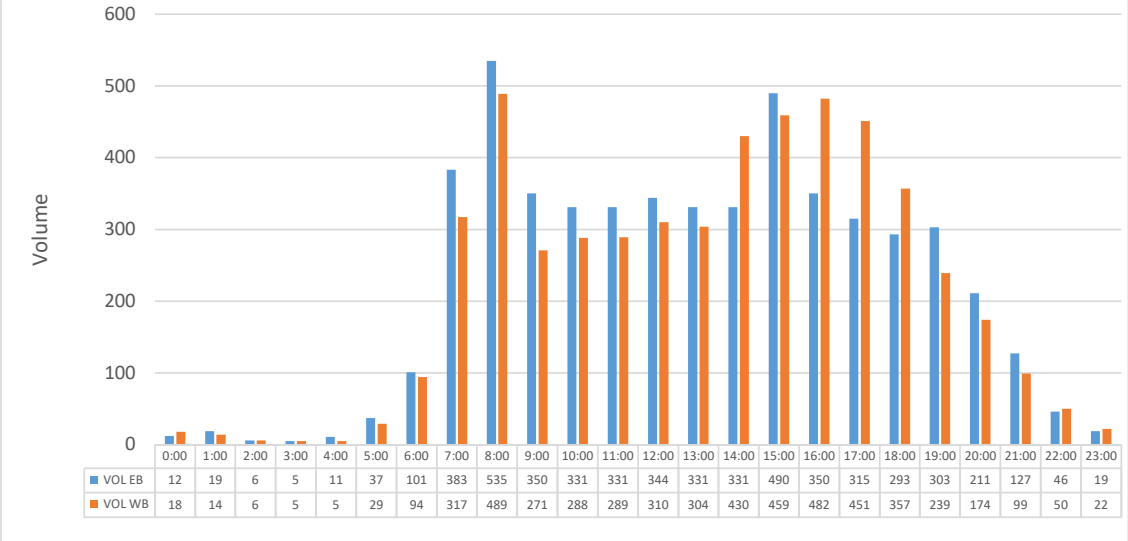
	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	51	4561	351	35	208	51	7	9	3	0	2	3	0
WB	103	4294	475	30	240	34	10	8	4	0	2	1	1
Total	154	8855	826	65	448	85	17	17	7	0	4	4	1
	1.5%	84.5%	7.9%	0.6%	4.3%	0.8%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%

EB	WB	TOTAL
5281	5202	10483
5281	5202	10483

Field Data Services of Arizona

24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	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
VOL EB	12	19	6	5	11	37	101	383	535	350	331	331	344	331	331	490	350	315	293	303	211	127	46	19
VOL WB	18	14	6	5	5	29	94	317	489	271	288	289	310	304	430	459	482	451	357	239	174	99	50	22

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
City of San Diego
202 C St
San Diego, CA 92101

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: GOV VSC 5
Street: Governor Dr
Location: btwn Mercer St & Regents Rd

GPS FOR EB/NB LOC: 32.85093 / 0.00000
GPS FOR WB/SB LOC: -117.21446 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:

EB	4,892	vehicles	
WB	4,571	vehicles	
Total	9,463	vehicles	

85th Percentile

EB	35.0	mph
WB	32.0	mph
Average	33.5	mph

Percentile Speeds	**EB**	**WB**	
10%	22	18	mph
15%	24	20	mph
50%	29	25	mph
85%	35	32	mph
95%	39	36	mph
Posted speed limit:	35	35	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	6	17	95	729	1816	1478	568	153	21	6	2	1	0
WB	18	92	470	1441	1490	778	231	40	7	4	0	0	0
Total	24	109	565	2170	3306	2256	799	193	28	10	2	1	0

Classification Summary (FHWA Scheme F)

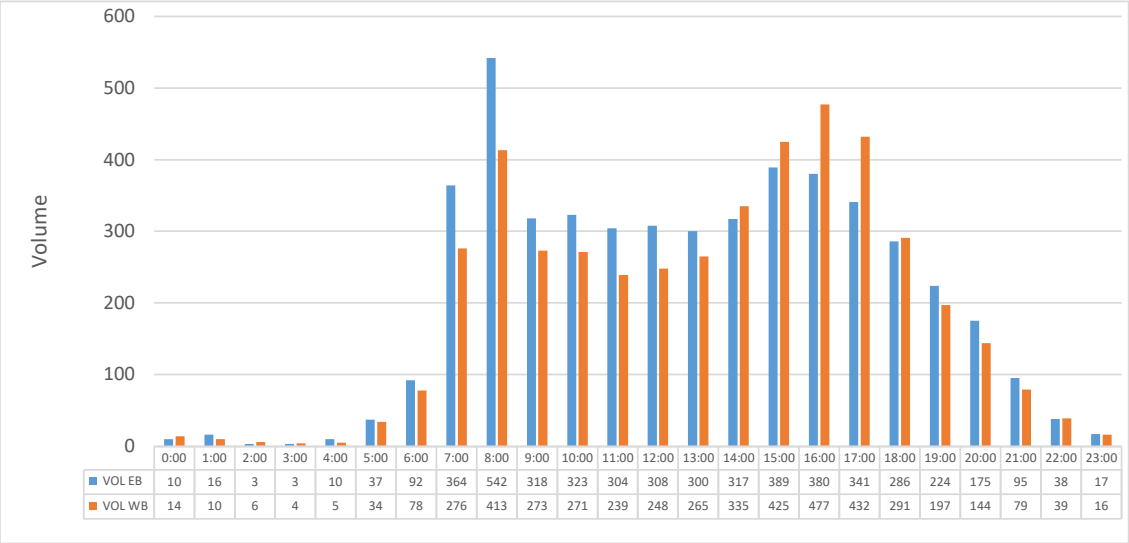
	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	28	4059	470	35	243	35	8	9	1	1	2	1	0
WB	30	3939	305	32	154	59	10	17	4	2	9	5	5
Total	58	7998	775	67	397	94	18	26	5	3	11	6	5
	0.6%	84.5%	8.2%	0.7%	4.2%	1.0%	0.2%	0.3%	0.1%	0.0%	0.1%	0.1%	0.1%

EB	WB	TOTAL
4892	4571	9463
4892	4571	9463

Field Data Services of Arizona

24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	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
VOL EB	10	16	3	3	10	37	92	364	542	318	323	304	308	300	317	389	380	341	286	224	175	95	38	17
VOL WB	14	10	6	4	5	34	78	276	413	273	271	239	248	265	335	425	477	432	291	197	144	79	39	16

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, March 26, 2024 City: San Diego Project #: VSC 0218-24

Location: Governor Dr btwn Dunant St & Regents Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		12			12:00			86		60		
00:15			2		10			12:15			71		59		
00:30			6		8			12:30			73		51		
00:45			2	13	10	40	53	12:45			58	288	44	214	502
01:00			2		10			13:00			62		46		
01:15			6		4			13:15			59		56		
01:30			5		4			13:30			63		61		
01:45			5	18	6	24	42	13:45			62	246	59	222	468
02:00			7		10			14:00			64		79		
02:15			5		8			14:15			63		77		
02:30			9		10			14:30			55		64		
02:45			6	27	5	33	60	14:45			55	237	62	282	519
03:00			8		11			15:00			49		71		
03:15			9		11			15:15			57		72		
03:30			9		13			15:30			59		65		
03:45			8	34	6	41	75	15:45			61	226	71	279	505
04:00			10		11			16:00			57		62		
04:15			17		6			16:15			52		91		
04:30			17		12			16:30			72		75		
04:45			21	65	7	36	101	16:45			73	254	84	312	566
05:00			19		12			17:00			47		83		
05:15			26		7			17:15			52		61		
05:30			44		15			17:30			36		82		
05:45			42	131	16	50	181	17:45			45	180	78	304	484
06:00			58		18			18:00			46		50		
06:15			61		24			18:15			40		57		
06:30			68		19			18:30			41		58		
06:45			64	251	32	93	344	18:45			34	161	49	214	375
07:00			69		26			19:00			28		42		
07:15			62		30			19:15			31		32		
07:30			67		29			19:30			27		34		
07:45			63	261	35	120	381	19:45			18	104	22	130	234
08:00			56		35			20:00			17		29		
08:15			75		62			20:15			15		24		
08:30			82		77			20:30			12		20		
08:45			81	294	65	239	533	20:45			8	52	18	91	143
09:00			89		71			21:00			4		14		
09:15			79		61			21:15			7		14		
09:30			78		56			21:30			3		13		
09:45			77	323	79	267	590	21:45			6	20	17	58	78
10:00			65		77			22:00			1		10		
10:15			72		59			22:15			3		6		
10:30			62		58			22:30			2		13		
10:45			63	262	60	254	516	22:45			5	11	7	36	47
11:00			77		68			23:00			2		5		
11:15			80		63			23:15			1		3		
11:30			85		72			23:30			2		8		
11:45			87	329	65	268	597	23:45			1	6	5	21	27
Total Vol.			2008		1465		**3473**				1785		2163		**3948**

GPS Coordinates: 32.851667, -117.218027

Daily Totals

NB	SB	EB	WB	Combined
		3793	3628	**7421**

	AM			PM		
Split %	57.8%	42.2%	**46.8%**	45.2%	54.8%	**53.2%**
Peak Hour	11:15	08:15	**08:30**	12:00	16:15	**16:15**
Volume	338	275	**605**	288	333	**577**
P.H.F.	0.97	0.89	**0.95**	0.84	0.91	**0.92**

Field Data Services of Arizona, Inc.

31894 Whitetail Ln.
Temecula, CA 92592
(520) 316-6745

Site Code: Thurs 08/25/22
Station ID: SP 354-22
Governor Dr btwn Dunant St & Stresemann
St 32.850777, -117.220584
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71	Total	Average (Mean)	85th Percent
08/25/22	0	0	0	0	0	0	1	0	0	0	**1**	0	0	0	2	48	58
01:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	38	42
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	24
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	39
05:00	0	0	**2**	1	0	1	1	1	0	0	0	0	0	0	6	29	40
06:00	0	0	0	0	1	8	6	7	0	0	0	0	0	0	22	37	42
07:00	**2**	0	0	0	**10**	9	19	7	1	0	1	0	0	0	49	35	41
08:00	0	0	2	2	8	17	27	11	0	**1**	1	0	0	0	69	36	41
09:00	0	0	1	3	10	22	**31**	9	**4**	0	0	0	0	0	**80**	36	40
10:00	0	0	0	**4**	6	**29**	24	9	2	1	0	0	0	0	75	36	40
11:00	0	**1**	0	2	4	20	31	**15**	3	0	0	0	0	0	76	37	42
12 PM	0	**2**	1	1	7	**26**	28	18	**8**	**3**	0	**1**	0	0	**95**	38	44
13:00	0	0	0	**4**	4	12	29	18	4	1	0	0	0	0	72	38	43
14:00	0	1	1	0	3	10	27	11	0	0	**1**	0	0	0	54	37	41
15:00	0	2	1	3	8	21	**33**	13	3	2	0	0	0	0	86	36	41
16:00	0	0	0	0	4	20	30	**22**	3	0	0	0	0	0	79	38	42
17:00	0	0	0	0	2	13	30	17	2	2	0	0	0	0	66	39	43
18:00	0	1	0	0	**13**	17	27	12	6	1	0	0	0	0	77	37	43
19:00	0	0	**2**	0	8	10	15	9	0	1	0	0	0	0	45	36	41
20:00	0	0	1	0	5	6	7	5	1	1	0	0	0	0	26	36	43
21:00	0	0	0	0	2	8	3	4	1	1	0	0	0	0	19	37	43
22:00	0	0	0	0	3	2	2	1	0	0	0	0	0	0	8	34	39
23:00	0	0	0	1	0	0	1	2	2	0	0	0	0	0	6	41	47
Total	2	7	11	22	98	252	374	192	40	14	4	1	0	0	1017		
Percent	0.2%	0.7%	1.1%	2.2%	9.6%	24.8%	36.8%	18.9%	3.9%	1.4%	0.4%	0.1%	0.0%	0.0%			
AM Peak	07:00	11:00	05:00	10:00	07:00	10:00	09:00	11:00	09:00	08:00	00:00				09:00		
Vol.	2	1	2	4	10	29	31	15	4	1	1				80		
PM Peak		12:00	19:00	13:00	18:00	12:00	15:00	16:00	12:00	12:00	14:00	12:00			12:00		
Vol.		2	2	4	13	26	33	22	8	3	1	1			95		
Total	2	7	11	22	98	252	374	192	40	14	4	1	0	0	1017		
Percent	0.2%	0.7%	1.1%	2.2%	9.6%	24.8%	36.8%	18.9%	3.9%	1.4%	0.4%	0.1%	0.0%	0.0%			

15th Percentile :	30 MPH
50th Percentile :	36 MPH
85th Percentile :	42 MPH
95th Percentile :	46 MPH

Stats

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	626
Percent in Pace :	61.6%
Number of Vehicles > 35 MPH :	625
Percent of Vehicles > 35 MPH :	61.5%
Mean Speed(Average) :	37 MPH

Field Data Services of Arizona, Inc.
31894 Whitetail Ln.
Temecula, CA 92592
(520) 316-6745

Site Code: Thurs 08/25/22
Station ID: SP 354-22
Governor Dr btwn Dunant St & Stresemann
St 32.850777, -117.220584
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 71	Total	Average (Mean)	85th Percent
08/25/22	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	44
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	48	49
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	48	49
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	44
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
05:00	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3	36	47
06:00	0	0	**1**	0	3	2	4	1	0	1	**1**	0	0	0	13	36	50
07:00	0	0	0	0	3	11	20	8	1	0	0	0	0	0	43	37	41
08:00	0	**1**	1	1	5	20	**30**	6	4	1	0	0	0	0	69	36	40
09:00	**1**	1	0	0	8	17	28	11	4	0	0	0	0	0	70	36	42
10:00	0	0	1	2	**10**	17	29	17	1	0	0	0	0	0	77	36	41
11:00	0	1	0	**5**	7	**23**	23	**18**	**7**	**2**	0	0	0	0	**86**	37	43
12 PM	0	0	**2**	3	**13**	24	41	20	6	2	0	0	0	0	111	37	42
13:00	0	0	1	3	5	25	26	16	6	**4**	0	0	0	0	86	38	44
14:00	0	0	1	2	5	23	38	16	4	1	0	0	0	0	90	37	42
15:00	0	0	1	3	2	24	45	27	**11**	2	0	0	0	0	**115**	39	44
16:00	0	0	1	1	5	23	37	27	3	0	0	0	0	0	97	38	42
17:00	0	0	1	**4**	4	17	45	**30**	7	1	0	0	0	0	109	38	43
18:00	0	0	0	1	6	**30**	**49**	13	5	1	**1**	0	0	0	106	37	41
19:00	**1**	0	1	2	8	26	37	8	4	0	0	0	0	0	87	36	39
20:00	0	0	1	2	6	23	18	8	1	0	0	0	0	0	59	35	40
21:00	0	0	1	1	1	5	9	4	1	1	0	0	0	0	23	37	43
22:00	0	0	0	0	4	6	7	1	2	0	0	0	0	0	20	36	40
23:00	0	0	0	0	1	4	1	1	1	2	0	0	0	0	10	39	51
Total	2	3	13	31	96	321	488	234	71	18	2	0	0	0	1279		
Percent	0.2%	0.2%	1.0%	2.4%	7.5%	25.1%	38.2%	18.3%	5.6%	1.4%	0.2%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	06:00	11:00	10:00	11:00	08:00	11:00	11:00	11:00	06:00				11:00		
Vol.	1	1	1	5	10	23	30	18	7	2	1				86		
PM Peak	19:00		12:00	17:00	12:00	18:00	18:00	17:00	15:00	13:00	18:00				15:00		
Vol.	1		2	4	13	30	49	30	11	4	1				115		
Total	2	3	13	31	96	321	488	234	71	18	2	0	0	0	1279		
Percent	0.2%	0.2%	1.0%	2.4%	7.5%	25.1%	38.2%	18.3%	5.6%	1.4%	0.2%	0.0%	0.0%	0.0%			

15th Percentile :	30 MPH
50th Percentile :	36 MPH
85th Percentile :	42 MPH
95th Percentile :	46 MPH

Stats

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	809
Percent in Pace :	63.3%
Number of Vehicles > 35 MPH :	813
Percent of Vehicles > 35 MPH :	63.6%
Mean Speed(Average) :	37 MPH

Appendix C

Intersection LOS Worksheets

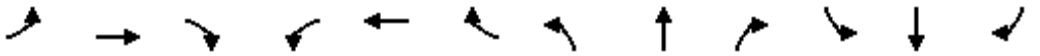
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	620	90	336	342	20	49
Future Volume (veh/h)	620	90	336	342	20	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	646	94	354	360	29	70
Peak Hour Factor	0.96	0.96	0.95	0.95	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1539	224	481	2557	105	165
Arrive On Green	0.49	0.49	0.14	0.72	0.06	0.06
Sat Flow, veh/h	3207	452	3456	3647	1781	2790
Grp Volume(v), veh/h	368	372	354	360	29	70
Grp Sat Flow(s),veh/h/ln	1777	1789	1728	1777	1781	1395
Q Serve(g_s), s	6.8	6.8	5.0	1.6	0.8	1.2
Cycle Q Clear(g_c), s	6.8	6.8	5.0	1.6	0.8	1.2
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	878	884	481	2557	105	165
V/C Ratio(X)	0.42	0.42	0.74	0.14	0.28	0.42
Avail Cap(c_a), veh/h	3503	3527	582	7842	907	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	8.2	21.1	2.2	23.0	23.2
Incr Delay (d2), s/veh	1.2	1.2	2.9	0.1	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.2	2.0	0.2	0.3	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	9.4	23.9	2.3	23.5	23.8
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	740			714	99	
Approach Delay, s/veh	9.4			13.0	23.7	
Approach LOS	A			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.5	31.6				43.2	7.9
Change Period (Y+Rc), s	4.4	* 6.4				6.4	4.9
Max Green Setting (Gmax), s	8.6	* 1E2				112.7	26.0
Max Q Clear Time (g_c+I1), s	7.0	8.8				3.6	3.2
Green Ext Time (p_c), s	0.1	16.5				6.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

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)	51	487	6	22	327	41	16	0	37	128	0	76
Future Volume (veh/h)	51	487	6	22	327	41	16	0	37	128	0	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	529	7	24	355	45	23	0	54	175	0	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.69	0.69	0.69	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1006	13	42	819	103	40	0	136	225	0	301
Arrive On Green	0.05	0.28	0.28	0.02	0.26	0.26	0.02	0.00	0.09	0.13	0.00	0.19
Sat Flow, veh/h	1781	3591	47	1781	3176	400	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	55	262	274	24	197	203	23	0	54	175	0	104
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1798	1781	0	1585	1781	0	1585
Q Serve(g_s), s	1.2	5.0	5.0	0.5	3.8	3.8	0.5	0.0	1.3	3.9	0.0	2.3
Cycle Q Clear(g_c), s	1.2	5.0	5.0	0.5	3.8	3.8	0.5	0.0	1.3	3.9	0.0	2.3
Prop In Lane	1.00		0.03	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	498	521	42	458	464	40	0	136	225	0	301
V/C Ratio(X)	0.68	0.53	0.53	0.58	0.43	0.44	0.57	0.00	0.40	0.78	0.00	0.35
Avail Cap(c_a), veh/h	291	4050	4243	225	3984	4032	295	0	940	423	0	1034
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	19.0	12.3	12.3	19.6	12.5	12.6	19.6	0.0	17.5	17.1	0.0	14.2
Incr Delay (d2), s/veh	3.6	1.0	1.0	4.6	0.9	0.9	4.7	0.0	0.7	2.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.7	1.8	0.2	1.3	1.3	0.2	0.0	0.4	1.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	13.3	13.3	24.2	13.4	13.5	24.3	0.0	18.2	19.3	0.0	14.5
LnGrp LOS	C	B	B	C	B	B	C	A	B	B	A	B
Approach Vol, veh/h		591			424			77			279	
Approach Delay, s/veh		14.2			14.1			20.0			17.5	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	16.7	5.3	13.1	6.2	15.8	9.5	8.9
Change Period (Y+Rc), s	4.4	5.4	4.4	5.4	4.4	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	5.1	92.2	6.7	26.4	6.6	90.7	9.6	* 24
Max Q Clear Time (g_c+I1), s	2.5	7.0	2.5	4.3	3.2	5.8	5.9	3.3
Green Ext Time (p_c), s	0.0	4.3	0.0	0.4	0.0	3.8	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

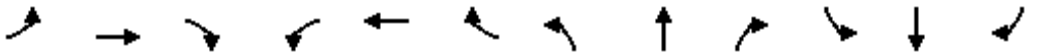
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	555	54	30	519	94	34
Future Volume (veh/h)	555	54	30	519	94	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	603	59	33	564	125	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1154	113	58	1920	190	169
Arrive On Green	0.35	0.35	0.03	0.54	0.11	0.11
Sat Flow, veh/h	3364	319	1781	3647	1781	1585
Grp Volume(v), veh/h	327	335	33	564	125	45
Grp Sat Flow(s),veh/h/ln	1777	1813	1781	1777	1781	1585
Q Serve(g_s), s	4.1	4.2	0.5	2.5	1.9	0.7
Cycle Q Clear(g_c), s	4.1	4.2	0.5	2.5	1.9	0.7
Prop In Lane		0.18	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	627	640	58	1920	190	169
V/C Ratio(X)	0.52	0.52	0.57	0.29	0.66	0.27
Avail Cap(c_a), veh/h	7040	7183	339	15296	1131	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	7.3	13.5	3.6	12.2	11.6
Incr Delay (d2), s/veh	0.4	0.4	3.3	0.0	1.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.9	0.2	0.2	0.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.7	7.7	16.8	3.6	13.6	11.9
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	662			597	170	
Approach Delay, s/veh	7.7			4.3	13.2	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.3	15.1				20.4	7.9
Change Period (Y+Rc), s	4.4	* 5.1				5.1	4.9
Max Green Setting (Gmax), s	5.4	* 1.1E2				122.0	18.0
Max Q Clear Time (g_c+I1), s	2.5	6.2				4.5	3.9
Green Ext Time (p_c), s	0.0	3.2				2.8	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

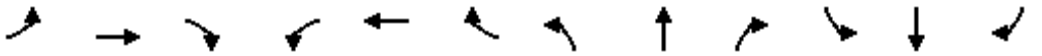
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	517	11	0	534	92	0	0	19	91	1	89
Future Volume (veh/h)	102	517	11	0	534	92	0	0	19	91	1	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	562	12	0	580	100	0	0	50	149	2	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.38	0.38	0.38	0.61	0.61	0.61
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	143	2033	43	0	1179	203	0	0	303	388	4	303
Arrive On Green	0.08	0.57	0.57	0.00	0.39	0.39	0.00	0.00	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3558	76	0	3126	521	0	0	1585	1157	22	1585
Grp Volume(v), veh/h	111	281	293	0	339	341	0	0	50	151	0	146
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	0	1777	1777	0	0	1585	1178	0	1585
Q Serve(g_s), s	2.6	3.5	3.5	0.0	6.2	6.2	0.0	0.0	1.1	4.4	0.0	3.5
Cycle Q Clear(g_c), s	2.6	3.5	3.5	0.0	6.2	6.2	0.0	0.0	1.1	5.6	0.0	3.5
Prop In Lane	1.00		0.04	0.00		0.29	0.00		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	143	1015	1061	0	691	691	0	0	303	392	0	303
V/C Ratio(X)	0.78	0.28	0.28	0.00	0.49	0.49	0.00	0.00	0.17	0.39	0.00	0.48
Avail Cap(c_a), veh/h	481	4626	4834	0	3964	3964	0	0	1034	1019	0	1034
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	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	4.7	4.7	0.0	9.9	9.9	0.0	0.0	14.5	16.8	0.0	15.5
Incr Delay (d2), s/veh	3.4	0.1	0.1	0.0	0.9	0.9	0.0	0.0	0.1	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.7	0.7	0.0	1.9	1.9	0.0	0.0	0.4	1.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	4.8	4.8	0.0	10.8	10.8	0.0	0.0	14.6	17.0	0.0	15.9
LnGrp LOS	C	A	A	A	B	B	A	A	B	B	A	B
Approach Vol, veh/h		685			680			50			297	
Approach Delay, s/veh		7.7			10.8			14.6			16.5	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.8		13.1	7.8	22.0		13.1				
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s		111.8		28.0	11.6	95.8		28.0				
Max Q Clear Time (g_c+I1), s		5.5		7.6	4.6	8.2		3.1				
Green Ext Time (p_c), s		2.8		0.8	0.1	8.5		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			B									



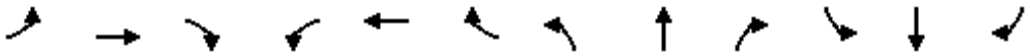
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	326	75	248	363	210	82	629	243	99	289	135
Future Volume (veh/h)	266	326	75	248	363	210	82	629	243	99	289	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1870	2116	1870	1870	2116	1870
Adj Flow Rate, veh/h	289	354	82	270	395	228	89	684	264	108	314	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	864	386	385	876	376	115	1093	431	188	1052	414
Arrive On Green	0.12	0.24	0.24	0.11	0.24	0.24	0.06	0.27	0.27	0.05	0.26	0.26
Sat Flow, veh/h	3456	3554	1585	3456	3696	1585	1781	4021	1585	3456	4021	1585
Grp Volume(v), veh/h	289	354	82	270	395	228	89	684	264	108	314	147
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1848	1585	1781	2011	1585	1728	2011	1585
Q Serve(g_s), s	5.0	5.2	2.6	4.7	5.7	8.0	3.1	9.3	9.1	1.9	3.9	4.7
Cycle Q Clear(g_c), s	5.0	5.2	2.6	4.7	5.7	8.0	3.1	9.3	9.1	1.9	3.9	4.7
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	406	864	386	385	876	376	115	1093	431	188	1052	414
V/C Ratio(X)	0.71	0.41	0.21	0.70	0.45	0.61	0.77	0.63	0.61	0.58	0.30	0.35
Avail Cap(c_a), veh/h	809	2229	994	804	2312	992	420	4251	1676	588	4019	1584
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	26.5	19.8	18.8	26.7	20.3	21.2	28.7	19.9	19.8	28.8	18.4	18.7
Incr Delay (d2), s/veh	0.9	0.2	0.2	0.9	0.5	2.1	4.1	0.6	1.4	1.0	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.1	0.9	1.8	2.3	2.9	1.3	3.8	3.2	0.7	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	20.0	19.0	27.6	20.8	23.3	32.8	20.5	21.2	29.8	18.6	19.4
LnGrp LOS	C	C	B	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		725			893			1037			569	
Approach Delay, s/veh		22.8			23.5			21.7			20.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	22.8	11.3	20.4	8.4	22.2	11.7	20.0
Change Period (Y+Rc), s	4.4	5.9	4.4	5.2	4.4	* 5.9	4.4	5.2
Max Green Setting (Gmax), s	10.6	65.9	14.5	39.1	14.7	* 62	14.6	39.0
Max Q Clear Time (g_c+I1), s	3.9	11.3	6.7	7.2	5.1	6.7	7.0	10.0
Green Ext Time (p_c), s	0.1	5.6	0.3	2.1	0.1	3.1	0.4	4.8

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

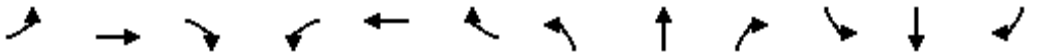
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	458	28	144	422	33	36	6	161	69	19	11
Future Volume (veh/h)	14	458	28	144	422	33	36	6	161	69	19	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	498	30	157	459	36	58	10	260	96	26	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.62	0.62	0.62	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	1072	64	200	1376	108	141	38	332	332	84	35
Arrive On Green	0.02	0.31	0.31	0.11	0.41	0.41	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	3406	205	1781	3339	261	185	143	1253	751	318	131
Grp Volume(v), veh/h	15	259	269	157	244	251	328	0	0	137	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	1823	1581	0	0	1201	0	0
Q Serve(g_s), s	0.4	5.4	5.4	4.0	4.3	4.3	4.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	5.4	5.4	4.0	4.3	4.3	8.8	0.0	0.0	4.1	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.14	0.18		0.79	0.70		0.11
Lane Grp Cap(c), veh/h	27	559	577	200	732	751	510	0	0	451	0	0
V/C Ratio(X)	0.56	0.46	0.47	0.78	0.33	0.33	0.64	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	433	3625	3740	290	3482	3573	1253	0	0	1049	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.5	12.7	12.7	19.9	9.2	9.2	15.6	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	6.5	1.1	1.0	4.8	0.4	0.4	0.5	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	2.1	1.8	1.5	1.5	2.8	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	13.7	13.7	24.7	9.7	9.7	16.1	0.0	0.0	14.0	0.0	0.0
LnGrp LOS	C	B	B	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		543			652			328			137	
Approach Delay, s/veh		14.2			13.3			16.1			14.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	19.4		17.1	5.1	23.9		17.1				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	7.5	94.0		34.3	11.2	90.3		34.3				
Max Q Clear Time (g_c+I1), s	6.0	7.4		6.1	2.4	6.3		10.8				
Green Ext Time (p_c), s	0.0	7.1		0.6	0.0	6.1		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									



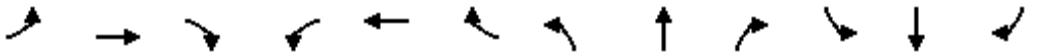
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	485	5	16	353	60	0	0	0	47	0	24
Future Volume (veh/h)	0	485	5	16	353	60	0	0	0	47	0	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	527	5	17	384	65	0	0	0	61	0	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.50	0.50	0.50	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	1252	12	31	1575	264	0	260	0	333	13	70
Arrive On Green	0.00	0.35	0.35	0.02	0.52	0.52	0.00	0.00	0.00	0.14	0.00	0.14
Sat Flow, veh/h	1781	3607	34	1781	3044	511	0	1870	0	898	92	503
Grp Volume(v), veh/h	0	260	272	17	223	226	0	0	0	92	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1778	0	1870	0	1493	0	0
Q Serve(g_s), s	0.0	3.2	3.2	0.3	2.0	2.0	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.2	3.2	0.3	2.0	2.0	0.0	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.29	0.00		0.00	0.66		0.34
Lane Grp Cap(c), veh/h	6	617	647	31	919	920	0	260	0	415	0	0
V/C Ratio(X)	0.00	0.42	0.42	0.54	0.24	0.25	0.00	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	383	5182	5436	346	5151	5155	0	1695	0	1543	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.2	7.2	14.0	3.8	3.8	0.0	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	5.3	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.9	0.1	0.3	0.3	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.5	7.5	19.3	3.9	4.0	0.0	0.0	0.0	11.4	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		532			466			0			92	
Approach Delay, s/veh		7.5			4.5			0.0			11.4	
Approach LOS		A			A						B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	15.0		8.9	0.0	19.9		8.9				
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9				
Max Green Setting (Gmax), s	5.6	84.0		26.1	6.2	* 84		26.1				
Max Q Clear Time (g_c+I1), s	2.3	5.2		3.6	0.0	4.0		0.0				
Green Ext Time (p_c), s	0.0	2.9		0.3	0.0	2.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		6.6
HCM 6th LOS		A

Notes

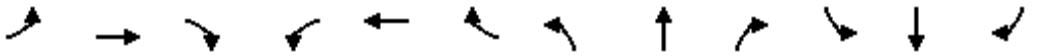
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	485	91	56	368	5	50	5	19	14	11	21
Future Volume (veh/h)	10	485	91	56	368	5	50	5	19	14	11	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	527	99	61	400	5	122	12	46	29	22	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.41	0.41	0.41	0.49	0.49	0.49
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	1118	209	91	1487	19	338	28	67	192	99	132
Arrive On Green	0.01	0.37	0.37	0.05	0.41	0.41	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	2988	559	1781	3594	45	976	162	391	339	580	775
Grp Volume(v), veh/h	11	313	313	61	198	207	180	0	0	94	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1770	1781	1777	1862	1528	0	0	1693	0	0
Q Serve(g_s), s	0.2	4.7	4.7	1.2	2.6	2.6	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	4.7	4.7	1.2	2.6	2.6	3.7	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.02	0.68		0.26	0.31		0.46
Lane Grp Cap(c), veh/h	21	665	662	91	735	771	433	0	0	423	0	0
V/C Ratio(X)	0.53	0.47	0.47	0.67	0.27	0.27	0.42	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	264	4504	4486	334	4575	4795	1811	0	0	1932	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	8.4	8.4	16.4	6.8	6.8	13.5	0.0	0.0	12.8	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.7	0.7	3.2	0.2	0.2	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.4	0.5	0.7	0.8	1.1	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	9.0	9.0	19.6	7.0	7.0	13.8	0.0	0.0	12.9	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		637			466			180			94	
Approach Delay, s/veh		9.3			8.6			13.8			12.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	18.1		10.9	4.8	19.4		10.9				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	6.6	89.1		40.1	5.2	90.5		40.1				
Max Q Clear Time (g_c+I1), s	3.2	6.7		3.7	2.2	4.6		5.7				
Green Ext Time (p_c), s	0.0	6.4		0.4	0.0	2.9		0.7				

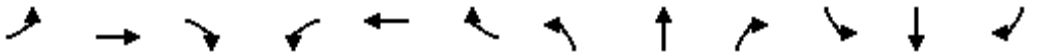
Intersection Summary			
HCM 6th Ctrl Delay		9.9	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	446	42	31	284	111	66	10	29	76	5	68
Future Volume (veh/h)	84	446	42	31	284	111	66	10	29	76	5	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	485	46	34	309	121	118	18	52	84	6	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.56	0.56	0.56	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	1098	104	58	750	288	322	53	77	507	29	331
Arrive On Green	0.07	0.33	0.33	0.03	0.30	0.30	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	3281	310	1781	2511	963	704	256	367	1432	141	1585
Grp Volume(v), veh/h	91	262	269	34	217	213	188	0	0	90	0	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1697	1327	0	0	1573	0	1585
Q Serve(g_s), s	1.7	3.8	3.9	0.6	3.3	3.4	3.1	0.0	0.0	0.0	0.0	1.3
Cycle Q Clear(g_c), s	1.7	3.8	3.9	0.6	3.3	3.4	4.6	0.0	0.0	1.5	0.0	1.3
Prop In Lane	1.00		0.17	1.00		0.57	0.63		0.28	0.93		1.00
Lane Grp Cap(c), veh/h	122	595	607	58	531	507	452	0	0	536	0	331
V/C Ratio(X)	0.75	0.44	0.44	0.59	0.41	0.42	0.42	0.00	0.00	0.17	0.00	0.23
Avail Cap(c_a), veh/h	484	4444	4538	298	4258	4067	1282	0	0	1327	0	1255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	8.7	8.7	16.0	9.4	9.4	12.4	0.0	0.0	11.1	0.0	11.0
Incr Delay (d2), s/veh	3.4	0.6	0.6	3.5	0.5	0.6	0.2	0.0	0.0	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	1.2	0.3	1.0	1.0	1.0	0.0	0.0	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	9.2	9.2	19.5	9.9	10.0	12.6	0.0	0.0	11.2	0.0	11.4
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	B
Approach Vol, veh/h		622			464			188			166	
Approach Delay, s/veh		10.6			10.7			12.6			11.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	16.1		11.9	6.7	14.9		11.9				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.6	83.7		26.5	9.1	80.2		26.5				
Max Q Clear Time (g_c+I1), s	2.6	5.9		3.5	3.7	5.4		6.6				
Green Ext Time (p_c), s	0.0	4.2		0.7	0.0	3.4		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	178	44	251	161	11	59	83	385	9	28	5
Future Volume (veh/h)	16	178	44	251	161	11	59	83	385	9	28	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	193	48	273	175	12	64	90	418	10	30	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	474	212	347	1105	493	545	509	432	400	426	71
Arrive On Green	0.02	0.13	0.13	0.19	0.31	0.31	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1373	1870	1585	891	1563	260
Grp Volume(v), veh/h	17	193	48	273	175	12	64	90	418	10	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1373	1870	1585	891	0	1823
Q Serve(g_s), s	0.4	1.9	1.0	5.5	1.3	0.2	1.4	1.4	9.9	0.3	0.0	0.5
Cycle Q Clear(g_c), s	0.4	1.9	1.0	5.5	1.3	0.2	1.9	1.4	9.9	1.7	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	31	474	212	347	1105	493	545	509	432	400	0	497
V/C Ratio(X)	0.55	0.41	0.23	0.79	0.16	0.02	0.12	0.18	0.97	0.02	0.00	0.07
Avail Cap(c_a), veh/h	278	1118	499	834	2227	993	545	509	432	408	0	511
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	18.4	15.0	14.6	14.5	9.4	9.0	10.9	10.5	13.6	11.2	0.0	10.2
Incr Delay (d2), s/veh	5.6	1.0	0.9	1.5	0.1	0.0	0.2	0.3	35.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.4	1.9	0.4	0.1	0.3	0.4	6.4	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	16.0	15.6	16.0	9.6	9.1	11.1	10.8	48.8	11.2	0.0	10.2
LnGrp LOS	C	B	B	B	A	A	B	B	D	B	A	B
Approach Vol, veh/h		258			460			572			45	
Approach Delay, s/veh		16.4			13.4			38.6			10.4	
Approach LOS		B			B			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	9.9		16.1	5.1	16.7		16.1				
Change Period (Y+Rc), s	4.4	4.9		* 5.8	4.4	4.9		5.8				
Max Green Setting (Gmax), s	17.7	11.9		* 11	5.9	23.7		10.3				
Max Q Clear Time (g_c+I1), s	7.5	3.9		3.7	2.4	3.3		11.9				
Green Ext Time (p_c), s	0.3	1.2		0.0	0.0	1.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		24.7
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	1	53	5	9	1	22	43	17	42	0
Future Vol, veh/h	0	2	1	53	5	9	1	22	43	17	42	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	1	58	5	10	1	24	47	18	46	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.2	8.2	7.1	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	2%	0%	100%	0%	29%
Vol Thru, %	33%	67%	0%	36%	71%
Vol Right, %	65%	33%	0%	64%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	3	53	14	59
LT Vol	1	0	53	0	17
Through Vol	22	2	0	5	42
RT Vol	43	1	0	9	0
Lane Flow Rate	72	3	58	15	64
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.074	0.004	0.084	0.018	0.074
Departure Headway (Hd)	3.725	4.126	5.273	4.321	4.177
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	946	855	677	823	847
Service Time	1.812	2.212	3.026	2.073	2.259
HCM Lane V/C Ratio	0.076	0.004	0.086	0.018	0.076
HCM Control Delay	7.1	7.2	8.5	7.2	7.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0	0.3	0.1	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	620	90	336	342	20	49
Future Volume (veh/h)	620	90	336	342	20	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	646	94	354	360	29	70
Peak Hour Factor	0.96	0.96	0.95	0.95	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1539	224	481	2557	105	165
Arrive On Green	0.49	0.49	0.14	0.72	0.06	0.06
Sat Flow, veh/h	3207	452	3456	3647	1781	2790
Grp Volume(v), veh/h	368	372	354	360	29	70
Grp Sat Flow(s),veh/h/ln	1777	1789	1728	1777	1781	1395
Q Serve(g_s), s	6.8	6.8	5.0	1.6	0.8	1.2
Cycle Q Clear(g_c), s	6.8	6.8	5.0	1.6	0.8	1.2
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	878	884	481	2557	105	165
V/C Ratio(X)	0.42	0.42	0.74	0.14	0.28	0.42
Avail Cap(c_a), veh/h	3503	3527	582	7842	907	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	8.2	21.1	2.2	23.0	23.2
Incr Delay (d2), s/veh	1.2	1.2	2.9	0.1	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.2	2.0	0.2	0.3	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	9.4	23.9	2.3	23.5	23.8
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	740			714	99	
Approach Delay, s/veh	9.4			13.0	23.7	
Approach LOS	A			B	C	

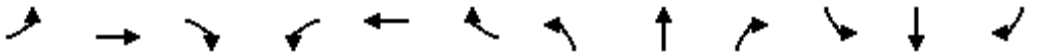
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.5	31.6				43.2	7.9
Change Period (Y+Rc), s	4.4	* 6.4				6.4	4.9
Max Green Setting (Gmax), s	8.6	* 1E2				112.7	26.0
Max Q Clear Time (g_c+I1), s	7.0	8.8				3.6	3.2
Green Ext Time (p_c), s	0.1	16.5				6.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* 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)	51	487	6	22	327	41	16	0	37	128	0	76
Future Volume (veh/h)	51	487	6	22	327	41	16	0	37	128	0	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	529	7	24	355	45	23	0	54	175	0	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.69	0.69	0.69	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1006	13	42	819	103	40	0	136	225	0	301
Arrive On Green	0.05	0.28	0.28	0.02	0.26	0.26	0.02	0.00	0.09	0.13	0.00	0.19
Sat Flow, veh/h	1781	3591	47	1781	3176	400	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	55	262	274	24	197	203	23	0	54	175	0	104
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1798	1781	0	1585	1781	0	1585
Q Serve(g_s), s	1.2	5.0	5.0	0.5	3.8	3.8	0.5	0.0	1.3	3.9	0.0	2.3
Cycle Q Clear(g_c), s	1.2	5.0	5.0	0.5	3.8	3.8	0.5	0.0	1.3	3.9	0.0	2.3
Prop In Lane	1.00		0.03	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	498	521	42	458	464	40	0	136	225	0	301
V/C Ratio(X)	0.68	0.53	0.53	0.58	0.43	0.44	0.57	0.00	0.40	0.78	0.00	0.35
Avail Cap(c_a), veh/h	291	4050	4243	225	3984	4032	295	0	940	423	0	1034
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	19.0	12.3	12.3	19.6	12.5	12.6	19.6	0.0	17.5	17.1	0.0	14.2
Incr Delay (d2), s/veh	3.6	1.0	1.0	4.6	0.9	0.9	4.7	0.0	0.7	2.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.7	1.8	0.2	1.3	1.3	0.2	0.0	0.4	1.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	13.3	13.3	24.2	13.4	13.5	24.3	0.0	18.2	19.3	0.0	14.5
LnGrp LOS	C	B	B	C	B	B	C	A	B	B	A	B
Approach Vol, veh/h		591			424			77			279	
Approach Delay, s/veh		14.2			14.1			20.0			17.5	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	16.7	5.3	13.1	6.2	15.8	9.5	8.9
Change Period (Y+Rc), s	4.4	5.4	4.4	5.4	4.4	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	5.1	92.2	6.7	26.4	6.6	90.7	9.6	* 24
Max Q Clear Time (g_c+I1), s	2.5	7.0	2.5	4.3	3.2	5.8	5.9	3.3
Green Ext Time (p_c), s	0.0	4.3	0.0	0.4	0.0	3.8	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

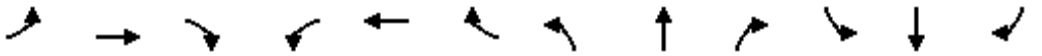
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	555	54	30	519	94	34
Future Volume (veh/h)	555	54	30	519	94	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	603	59	33	564	125	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1154	113	58	1920	190	169
Arrive On Green	0.35	0.35	0.03	0.54	0.11	0.11
Sat Flow, veh/h	3364	319	1781	3647	1781	1585
Grp Volume(v), veh/h	327	335	33	564	125	45
Grp Sat Flow(s),veh/h/ln	1777	1813	1781	1777	1781	1585
Q Serve(g_s), s	4.1	4.2	0.5	2.5	1.9	0.7
Cycle Q Clear(g_c), s	4.1	4.2	0.5	2.5	1.9	0.7
Prop In Lane		0.18	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	627	640	58	1920	190	169
V/C Ratio(X)	0.52	0.52	0.57	0.29	0.66	0.27
Avail Cap(c_a), veh/h	7040	7183	339	15296	1131	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	7.3	13.5	3.6	12.2	11.6
Incr Delay (d2), s/veh	0.4	0.4	3.3	0.0	1.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.9	0.2	0.2	0.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.7	7.7	16.8	3.6	13.6	11.9
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	662			597	170	
Approach Delay, s/veh	7.7			4.3	13.2	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.3	15.1				20.4	7.9
Change Period (Y+Rc), s	4.4	* 5.1				5.1	4.9
Max Green Setting (Gmax), s	5.4	* 1.1E2				122.0	18.0
Max Q Clear Time (g_c+I1), s	2.5	6.2				4.5	3.9
Green Ext Time (p_c), s	0.0	3.2				2.8	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



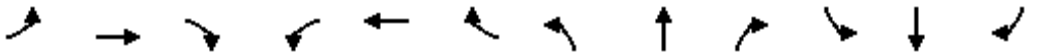
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	517	11	0	534	92	0	0	19	91	1	89
Future Volume (veh/h)	102	517	11	0	534	92	0	0	19	91	1	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	562	12	0	580	100	0	0	50	149	2	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.38	0.38	0.38	0.61	0.61	0.61
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	143	2033	43	0	1179	203	0	0	303	388	4	303
Arrive On Green	0.08	0.57	0.57	0.00	0.39	0.39	0.00	0.00	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3558	76	0	3126	521	0	0	1585	1157	22	1585
Grp Volume(v), veh/h	111	281	293	0	339	341	0	0	50	151	0	146
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	0	1777	1777	0	0	1585	1178	0	1585
Q Serve(g_s), s	2.6	3.5	3.5	0.0	6.2	6.2	0.0	0.0	1.1	4.4	0.0	3.5
Cycle Q Clear(g_c), s	2.6	3.5	3.5	0.0	6.2	6.2	0.0	0.0	1.1	5.6	0.0	3.5
Prop In Lane	1.00		0.04	0.00		0.29	0.00		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	143	1015	1061	0	691	691	0	0	303	392	0	303
V/C Ratio(X)	0.78	0.28	0.28	0.00	0.49	0.49	0.00	0.00	0.17	0.39	0.00	0.48
Avail Cap(c_a), veh/h	481	4626	4834	0	3964	3964	0	0	1034	1019	0	1034
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	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	4.7	4.7	0.0	9.9	9.9	0.0	0.0	14.5	16.8	0.0	15.5
Incr Delay (d2), s/veh	3.4	0.1	0.1	0.0	0.9	0.9	0.0	0.0	0.1	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.7	0.7	0.0	1.9	1.9	0.0	0.0	0.4	1.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	4.8	4.8	0.0	10.8	10.8	0.0	0.0	14.6	17.0	0.0	15.9
LnGrp LOS	C	A	A	A	B	B	A	A	B	B	A	B
Approach Vol, veh/h		685			680			50			297	
Approach Delay, s/veh		7.7			10.8			14.6			16.5	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.8		13.1	7.8	22.0		13.1				
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s		111.8		28.0	11.6	95.8		28.0				
Max Q Clear Time (g_c+I1), s		5.5		7.6	4.6	8.2		3.1				
Green Ext Time (p_c), s		2.8		0.8	0.1	8.5		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.



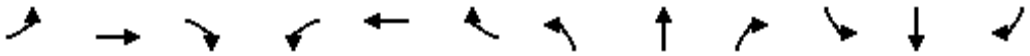
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	326	75	248	363	210	82	629	243	99	289	135
Future Volume (veh/h)	266	326	75	248	363	210	82	629	243	99	289	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1870	2116	1870	1870	2116	1870
Adj Flow Rate, veh/h	289	354	82	270	395	228	89	684	264	108	314	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	864	386	385	876	376	115	1093	431	188	1052	414
Arrive On Green	0.12	0.24	0.24	0.11	0.24	0.24	0.06	0.27	0.27	0.05	0.26	0.26
Sat Flow, veh/h	3456	3554	1585	3456	3696	1585	1781	4021	1585	3456	4021	1585
Grp Volume(v), veh/h	289	354	82	270	395	228	89	684	264	108	314	147
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1848	1585	1781	2011	1585	1728	2011	1585
Q Serve(g_s), s	5.0	5.2	2.6	4.7	5.7	8.0	3.1	9.3	9.1	1.9	3.9	4.7
Cycle Q Clear(g_c), s	5.0	5.2	2.6	4.7	5.7	8.0	3.1	9.3	9.1	1.9	3.9	4.7
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	406	864	386	385	876	376	115	1093	431	188	1052	414
V/C Ratio(X)	0.71	0.41	0.21	0.70	0.45	0.61	0.77	0.63	0.61	0.58	0.30	0.35
Avail Cap(c_a), veh/h	809	2229	994	804	2312	992	420	4251	1676	588	4019	1584
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	26.5	19.8	18.8	26.7	20.3	21.2	28.7	19.9	19.8	28.8	18.4	18.7
Incr Delay (d2), s/veh	0.9	0.2	0.2	0.9	0.5	2.1	4.1	0.6	1.4	1.0	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.1	0.9	1.8	2.3	2.9	1.3	3.8	3.2	0.7	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	20.0	19.0	27.6	20.8	23.3	32.8	20.5	21.2	29.8	18.6	19.4
LnGrp LOS	C	C	B	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		725			893			1037			569	
Approach Delay, s/veh		22.8			23.5			21.7			20.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	22.8	11.3	20.4	8.4	22.2	11.7	20.0
Change Period (Y+Rc), s	4.4	5.9	4.4	5.2	4.4	* 5.9	4.4	5.2
Max Green Setting (Gmax), s	10.6	65.9	14.5	39.1	14.7	* 62	14.6	39.0
Max Q Clear Time (g_c+I1), s	3.9	11.3	6.7	7.2	5.1	6.7	7.0	10.0
Green Ext Time (p_c), s	0.1	5.6	0.3	2.1	0.1	3.1	0.4	4.8

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



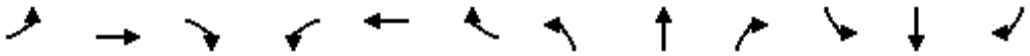
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	458	28	114	422	33	36	6	161	69	19	11
Future Volume (veh/h)	14	458	28	114	422	33	36	6	161	69	19	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	498	30	124	459	36	58	10	260	96	26	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.62	0.62	0.62	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	718	43	159	1622	127	124	34	318	278	71	30
Arrive On Green	0.01	0.41	0.41	0.09	0.49	0.49	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	1746	105	1781	3339	261	198	137	1281	685	285	119
Grp Volume(v), veh/h	15	0	528	124	244	251	328	0	0	137	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	1777	1823	1616	0	0	1089	0	0
Q Serve(g_s), s	0.5	0.0	13.3	3.9	4.6	4.7	4.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	13.3	3.9	4.6	4.7	10.7	0.0	0.0	6.1	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.14	0.18		0.79	0.70		0.11
Lane Grp Cap(c), veh/h	26	0	762	159	863	886	476	0	0	379	0	0
V/C Ratio(X)	0.57	0.00	0.69	0.78	0.28	0.28	0.69	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	353	0	3077	236	2836	2911	1030	0	0	825	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.7	0.0	13.7	25.2	8.7	8.7	19.9	0.0	0.0	18.0	0.0	0.0
Incr Delay (d2), s/veh	6.9	0.0	2.0	4.9	0.3	0.3	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.3	1.8	1.6	1.6	3.7	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	0.0	15.7	30.1	9.0	9.0	20.6	0.0	0.0	18.2	0.0	0.0
LnGrp LOS	C	A	B	C	A	A	C	A	A	B	A	A
Approach Vol, veh/h		543			619			328			137	
Approach Delay, s/veh		16.3			13.2			20.6			18.2	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	28.2		19.0	5.2	32.4		19.0				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	7.5	94.0		34.3	11.2	90.3		34.3				
Max Q Clear Time (g_c+I1), s	5.9	15.3		8.1	2.5	6.7		12.7				
Green Ext Time (p_c), s	0.0	8.0		0.6	0.0	6.1		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		16.1
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	485	5	16	353	60	0	0	0	47	0	24
Future Volume (veh/h)	65	485	5	16	353	60	0	0	0	47	0	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	527	5	17	384	65	0	0	0	61	0	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.50	0.50	0.50	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	748	7	31	567	96	0	239	0	305	10	64
Arrive On Green	0.06	0.40	0.40	0.02	0.36	0.36	0.00	0.00	0.00	0.13	0.00	0.13
Sat Flow, veh/h	1781	1850	18	1781	1559	264	0	1870	0	910	78	502
Grp Volume(v), veh/h	71	0	532	17	0	449	0	0	0	92	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1867	1781	0	1823	0	1870	0	1489	0	0
Q Serve(g_s), s	1.2	0.0	7.5	0.3	0.0	6.6	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	7.5	0.3	0.0	6.6	0.0	0.0	0.0	1.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.14	0.00		0.00	0.66		0.34
Lane Grp Cap(c), veh/h	104	0	755	31	0	662	0	239	0	379	0	0
V/C Ratio(X)	0.68	0.00	0.70	0.54	0.00	0.68	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	348	0	4936	314	0	4790	0	1536	0	1398	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.7	0.0	7.9	15.5	0.0	8.5	0.0	0.0	0.0	12.8	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.8	5.4	0.0	1.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.1	0.2	0.0	1.9	0.0	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	8.7	20.9	0.0	9.5	0.0	0.0	0.0	13.0	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	A	A	A	B	A	A
Approach Vol, veh/h		603			466			0			92	
Approach Delay, s/veh		9.7			9.9			0.0			13.0	
Approach LOS		A			A						B	

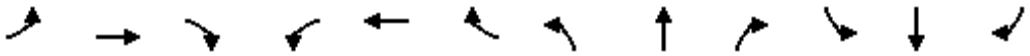
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	17.9		9.0	6.3	16.5		9.0				
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9				
Max Green Setting (Gmax), s	5.6	84.0		26.1	6.2	* 84		26.1				
Max Q Clear Time (g_c+I1), s	2.3	9.5		3.8	3.2	8.6		0.0				
Green Ext Time (p_c), s	0.0	3.2		0.3	0.0	2.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

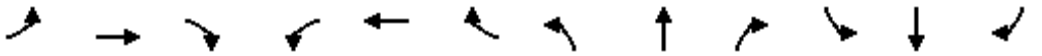
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	485	91	56	368	5	50	5	19	14	11	21
Future Volume (veh/h)	10	485	91	56	368	5	50	5	19	14	11	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	527	99	61	400	5	122	12	46	29	22	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.41	0.41	0.41	0.49	0.49	0.49
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	736	138	84	951	12	290	26	63	157	95	126
Arrive On Green	0.01	0.48	0.48	0.05	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1531	288	1781	1843	23	979	164	392	333	591	779
Grp Volume(v), veh/h	11	0	626	61	0	405	180	0	0	94	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	0	1866	1536	0	0	1704	0	0
Q Serve(g_s), s	0.3	0.0	12.5	1.5	0.0	6.1	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	12.5	1.5	0.0	6.1	4.9	0.0	0.0	2.2	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.01	0.68		0.26	0.31		0.46
Lane Grp Cap(c), veh/h	20	0	874	84	0	963	380	0	0	378	0	0
V/C Ratio(X)	0.54	0.00	0.72	0.73	0.00	0.42	0.47	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	203	0	3549	257	0	3699	1398	0	0	1493	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.4	0.0	9.4	21.5	0.0	6.8	18.0	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	8.1	0.0	1.4	4.4	0.0	0.3	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.1	0.7	0.0	1.9	1.6	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	0.0	10.8	25.8	0.0	7.1	18.3	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	C	A	B	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		637			466			180			94	
Approach Delay, s/veh		11.2			9.6			18.3			17.1	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	26.8		12.3	4.9	28.5		12.3				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	6.6	89.1		40.1	5.2	90.5		40.1				
Max Q Clear Time (g_c+I1), s	3.5	14.5		4.2	2.3	8.1		6.9				
Green Ext Time (p_c), s	0.0	7.5		0.4	0.0	3.2		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			12.0									
HCM 6th LOS			B									



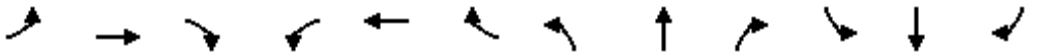
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	446	42	31	284	111	66	10	29	76	5	68
Future Volume (veh/h)	84	446	42	31	284	111	66	10	29	76	5	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	485	46	34	309	121	118	18	52	84	6	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.56	0.56	0.56	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	687	65	56	480	188	286	52	73	451	26	325
Arrive On Green	0.06	0.41	0.41	0.03	0.38	0.38	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	1682	160	1781	1279	501	679	255	357	1347	129	1585
Grp Volume(v), veh/h	91	0	531	34	0	430	188	0	0	90	0	76
Grp Sat Flow(s),veh/h/ln	1781	0	1842	1781	0	1780	1291	0	0	1476	0	1585
Q Serve(g_s), s	2.0	0.0	9.6	0.8	0.0	8.0	3.7	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	2.0	0.0	9.6	0.8	0.0	8.0	5.7	0.0	0.0	2.0	0.0	1.6
Prop In Lane	1.00		0.09	1.00		0.28	0.63		0.28	0.93		1.00
Lane Grp Cap(c), veh/h	115	0	752	56	0	668	412	0	0	477	0	325
V/C Ratio(X)	0.79	0.00	0.71	0.61	0.00	0.64	0.46	0.00	0.00	0.19	0.00	0.23
Avail Cap(c_a), veh/h	405	0	3853	249	0	3568	1062	0	0	1097	0	1050
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	9.8	19.1	0.0	10.3	15.1	0.0	0.0	13.4	0.0	13.3
Incr Delay (d2), s/veh	4.6	0.0	1.3	3.9	0.0	1.1	0.3	0.0	0.0	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.2	0.3	0.0	2.6	1.4	0.0	0.0	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	0.0	11.2	23.0	0.0	11.4	15.4	0.0	0.0	13.6	0.0	13.6
LnGrp LOS	C	A	B	C	A	B	B	A	A	B	A	B
Approach Vol, veh/h		622			464			188			166	
Approach Delay, s/veh		12.9			12.3			15.4			13.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	21.2		13.1	7.0	19.9		13.1				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.6	83.7		26.5	9.1	80.2		26.5				
Max Q Clear Time (g_c+I1), s	2.8	11.6		4.0	4.0	10.0		7.7				
Green Ext Time (p_c), s	0.0	4.7		0.7	0.0	3.7		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		13.1	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	178	44	251	161	11	59	83	385	9	28	5
Future Volume (veh/h)	16	178	44	251	161	11	59	83	385	9	28	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	193	48	273	175	12	64	90	418	10	30	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	315	267	345	645	547	526	484	410	378	792	129
Arrive On Green	0.02	0.17	0.17	0.19	0.34	0.34	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1373	1870	1585	891	3061	497
Grp Volume(v), veh/h	17	193	48	273	175	12	64	90	418	10	17	18
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1373	1870	1585	891	1777	1781
Q Serve(g_s), s	0.4	3.8	1.0	5.8	2.7	0.2	1.5	1.5	10.3	0.4	0.3	0.3
Cycle Q Clear(g_c), s	0.4	3.8	1.0	5.8	2.7	0.2	1.8	1.5	10.3	1.8	0.3	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	31	315	267	345	645	547	526	484	410	378	460	461
V/C Ratio(X)	0.55	0.61	0.18	0.79	0.27	0.02	0.12	0.19	1.02	0.03	0.04	0.04
Avail Cap(c_a), veh/h	264	559	474	792	1113	943	526	484	410	385	473	474
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	19.4	15.4	14.2	15.3	9.4	8.6	11.7	11.5	14.8	12.2	11.0	11.1
Incr Delay (d2), s/veh	5.7	3.3	0.5	1.6	0.5	0.0	0.2	0.3	49.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.6	0.4	2.1	0.9	0.1	0.3	0.5	8.1	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	18.6	14.7	16.9	9.9	8.6	11.9	11.8	64.3	12.2	11.1	11.1
LnGrp LOS	C	B	B	B	A	A	B	B	F	B	B	B
Approach Vol, veh/h		258			460			572			45	
Approach Delay, s/veh		18.3			14.0			50.2			11.3	
Approach LOS		B			B			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	11.6		16.1	5.1	18.6		16.1				
Change Period (Y+Rc), s	4.4	4.9		* 5.8	4.4	4.9		5.8				
Max Green Setting (Gmax), s	17.7	11.9		* 11	5.9	23.7		10.3				
Max Q Clear Time (g_c+I1), s	7.8	5.8		3.8	2.4	4.7		12.3				
Green Ext Time (p_c), s	0.3	0.9		0.0	0.0	1.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		30.2
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	1	53	5	9	1	22	43	17	42	0
Future Vol, veh/h	0	2	1	53	5	9	1	22	43	17	42	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	1	58	5	10	1	24	47	18	46	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

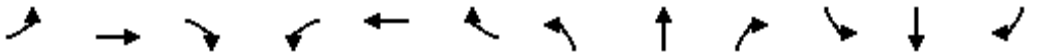
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.2	8.2	7.1	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	2%	0%	100%	0%	29%
Vol Thru, %	33%	67%	0%	36%	71%
Vol Right, %	65%	33%	0%	64%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	3	53	14	59
LT Vol	1	0	53	0	17
Through Vol	22	2	0	5	42
RT Vol	43	1	0	9	0
Lane Flow Rate	72	3	58	15	64
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.074	0.004	0.084	0.018	0.074
Departure Headway (Hd)	3.725	4.126	5.273	4.321	4.177
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	946	855	677	823	847
Service Time	1.812	2.212	3.026	2.073	2.259
HCM Lane V/C Ratio	0.076	0.004	0.086	0.018	0.076
HCM Control Delay	7.1	7.2	8.5	7.2	7.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0	0.3	0.1	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	20	49	620	90	336	342
Future Volume (veh/h)	20	49	620	90	336	342
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	53	674	98	365	372
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	713	1116	1245	181	637	1421
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1781	2790	3207	452	1354	3647
Grp Volume(v), veh/h	22	53	384	388	365	372
Grp Sat Flow(s),veh/h/ln	1781	1395	1777	1789	677	1777
Q Serve(g_s), s	0.3	0.5	7.5	7.5	10.5	3.2
Cycle Q Clear(g_c), s	0.3	0.5	7.5	7.5	18.0	3.2
Prop In Lane	1.00	1.00		0.25	1.00	
Lane Grp Cap(c), veh/h	713	1116	711	716	637	1421
V/C Ratio(X)	0.03	0.05	0.54	0.54	0.57	0.26
Avail Cap(c_a), veh/h	713	1116	711	716	637	1421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	8.3	10.3	10.3	17.9	9.0
Incr Delay (d2), s/veh	0.1	0.1	2.9	2.9	3.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	2.7	2.7	1.9	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.3	8.3	13.3	13.3	21.7	9.5
LnGrp LOS	A	A	B	B	C	A
Approach Vol, veh/h	75		772			737
Approach Delay, s/veh	8.3		13.3			15.5
Approach LOS	A		B			B

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	2.5	9.5	20.0
Green Ext Time (p_c), s	0.2	3.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	487	6	22	327	41	16	0	37	128	0	76
Future Volume (veh/h)	51	487	6	22	327	41	16	0	37	128	0	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	529	7	24	355	45	23	0	40	139	0	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.69	0.69	0.92	0.92	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	785	10	357	497	421	40	0	463	400	0	246
Arrive On Green	0.05	0.43	0.43	0.27	0.27	0.27	0.02	0.00	0.29	0.16	0.00	0.16
Sat Flow, veh/h	1781	1842	24	869	1870	1585	1781	0	1585	1367	0	1585
Grp Volume(v), veh/h	55	0	536	24	355	45	23	0	40	139	0	104
Grp Sat Flow(s),veh/h/ln	1781	0	1866	869	1870	1585	1781	0	1585	1367	0	1585
Q Serve(g_s), s	1.2	0.0	8.9	0.9	6.6	0.8	0.5	0.0	0.7	3.7	0.0	2.3
Cycle Q Clear(g_c), s	1.2	0.0	8.9	3.6	6.6	0.8	0.5	0.0	0.7	3.7	0.0	2.3
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	0	796	357	497	421	40	0	463	400	0	246
V/C Ratio(X)	0.67	0.00	0.67	0.07	0.71	0.11	0.57	0.00	0.09	0.35	0.00	0.42
Avail Cap(c_a), veh/h	306	0	4478	533	876	743	311	0	990	1127	0	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	8.9	12.8	12.8	10.7	18.6	0.0	9.9	15.3	0.0	14.7
Incr Delay (d2), s/veh	3.4	0.0	1.2	0.1	1.9	0.1	4.6	0.0	0.0	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.5	0.1	2.3	0.2	0.2	0.0	0.2	1.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	10.1	12.9	14.7	10.8	23.2	0.0	9.9	15.5	0.0	15.1
LnGrp LOS	C	A	B	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		591			424			63			243	
Approach Delay, s/veh		11.1			14.2			14.8			15.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		21.8	5.3	11.4	6.2	15.6		16.6				
Change Period (Y+Rc), s		5.4	4.4	5.4	4.4	* 5.4		* 5.4				
Max Green Setting (Gmax), s		92.2	6.7	26.4	6.6	* 18		* 24				
Max Q Clear Time (g_c+I1), s		10.9	2.5	5.7	3.2	8.6		2.7				
Green Ext Time (p_c), s		4.8	0.0	0.6	0.0	1.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

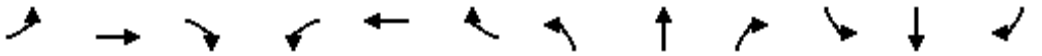
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	555	54	30	519	94	34
Future Volume (veh/h)	555	54	30	519	94	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	603	59	33	564	125	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	804	681	56	1110	189	168
Arrive On Green	0.43	0.43	0.03	0.59	0.11	0.11
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	603	59	33	564	125	45
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	9.0	0.7	0.6	5.8	2.2	0.9
Cycle Q Clear(g_c), s	9.0	0.7	0.6	5.8	2.2	0.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	804	681	56	1110	189	168
V/C Ratio(X)	0.75	0.09	0.59	0.51	0.66	0.27
Avail Cap(c_a), veh/h	6315	5352	289	6861	964	858
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	5.6	15.9	3.9	14.3	13.7
Incr Delay (d2), s/veh	0.9	0.0	3.6	0.2	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.1	0.3	0.6	0.8	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	5.7	19.5	4.1	15.8	14.0
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	662			597	170	
Approach Delay, s/veh	8.6			4.9	15.3	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.5	19.4				24.8	8.4
Change Period (Y+Rc), s	4.4	* 5.1				5.1	4.9
Max Green Setting (Gmax), s	5.4	* 1.1E2				122.0	18.0
Max Q Clear Time (g_c+I1), s	2.6	11.0				7.8	4.2
Green Ext Time (p_c), s	0.0	3.3				2.6	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



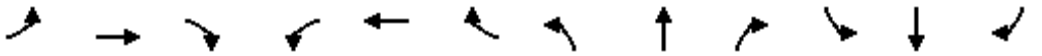
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	517	11	0	534	92	0	0	19	91	1	89
Future Volume (veh/h)	102	517	11	0	534	92	0	0	19	91	1	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	562	12	0	580	100	0	0	50	149	2	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.38	0.38	0.38	0.61	0.61	0.61
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1156	980	140	846	717	0	0	291	350	4	291
Arrive On Green	0.08	0.62	0.62	0.00	0.45	0.45	0.00	0.00	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	839	1870	1585	0	0	1585	1147	21	1585
Grp Volume(v), veh/h	111	562	12	0	580	100	0	0	50	151	0	146
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	839	1870	1585	0	0	1585	1168	0	1585
Q Serve(g_s), s	3.1	8.4	0.1	0.0	12.7	1.9	0.0	0.0	1.4	5.4	0.0	4.3
Cycle Q Clear(g_c), s	3.1	8.4	0.1	0.0	12.7	1.9	0.0	0.0	1.4	6.7	0.0	4.3
Prop In Lane	1.00		1.00	1.00		1.00	0.00		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	143	1156	980	140	846	717	0	0	291	353	0	291
V/C Ratio(X)	0.77	0.49	0.01	0.00	0.69	0.14	0.00	0.00	0.17	0.43	0.00	0.50
Avail Cap(c_a), veh/h	402	4067	3447	1324	3485	2954	0	0	863	845	0	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.2	5.4	3.8	0.0	11.2	8.2	0.0	0.0	17.7	20.5	0.0	18.9
Incr Delay (d2), s/veh	3.3	0.2	0.0	0.0	1.6	0.1	0.0	0.0	0.1	0.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.0	0.0	0.0	4.3	0.5	0.0	0.0	0.5	1.6	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	5.6	3.8	0.0	12.8	8.4	0.0	0.0	17.8	20.8	0.0	19.4
LnGrp LOS	C	A	A	A	B	A	A	A	B	C	A	B
Approach Vol, veh/h		685			680			50			297	
Approach Delay, s/veh		8.9			12.2			17.8			20.1	
Approach LOS		A			B			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.1		14.3	8.5	28.5		14.3				
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s		111.8		28.0	11.6	95.8		28.0				
Max Q Clear Time (g_c+I1), s		10.4		8.7	5.1	14.7		3.4				
Green Ext Time (p_c), s		3.0		0.8	0.1	8.6		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.



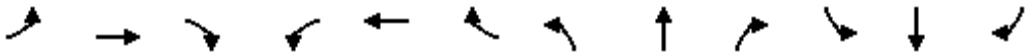
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	326	75	248	363	210	82	629	243	99	289	135
Future Volume (veh/h)	266	326	75	248	363	210	82	629	243	99	289	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1870	2116	1870	1870	2116	1870
Adj Flow Rate, veh/h	289	354	82	270	395	228	89	684	264	108	314	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	521	441	368	530	432	115	1070	422	138	1122	442
Arrive On Green	0.11	0.28	0.28	0.11	0.27	0.27	0.06	0.27	0.27	0.08	0.28	0.28
Sat Flow, veh/h	3456	1870	1585	3456	1945	1585	1781	4021	1585	1781	4021	1585
Grp Volume(v), veh/h	289	354	82	270	395	228	89	684	264	108	314	147
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1945	1585	1781	2011	1585	1781	2011	1585
Q Serve(g_s), s	5.9	12.4	2.9	5.6	13.6	9.0	3.6	11.0	10.8	4.4	4.5	5.4
Cycle Q Clear(g_c), s	5.9	12.4	2.9	5.6	13.6	9.0	3.6	11.0	10.8	4.4	4.5	5.4
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	389	521	441	368	530	432	115	1070	422	138	1122	442
V/C Ratio(X)	0.74	0.68	0.19	0.73	0.74	0.53	0.77	0.64	0.63	0.78	0.28	0.33
Avail Cap(c_a), veh/h	688	997	845	683	1034	843	357	3612	1424	257	3415	1346
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	31.5	23.6	20.1	31.8	24.4	22.7	33.8	23.8	23.7	33.2	20.7	21.0
Incr Delay (d2), s/veh	1.1	1.0	0.1	1.1	2.8	1.3	4.1	0.6	1.5	3.6	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.4	1.0	2.3	6.2	3.3	1.6	5.1	3.9	2.0	2.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	24.5	20.3	32.8	27.1	24.0	37.9	24.4	25.2	36.8	20.8	21.5
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		725			893			1037			569	
Approach Delay, s/veh		27.3			28.1			25.8			24.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	25.4	12.2	25.6	9.1	26.4	12.7	25.2
Change Period (Y+Rc), s	4.4	5.9	4.4	5.2	4.4	* 5.9	4.4	5.2
Max Green Setting (Gmax), s	10.6	65.9	14.5	39.1	14.7	* 62	14.6	39.0
Max Q Clear Time (g_c+I1), s	6.4	13.0	7.6	14.4	5.6	7.4	7.9	15.6
Green Ext Time (p_c), s	0.0	6.5	0.3	1.9	0.1	3.4	0.3	4.4

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



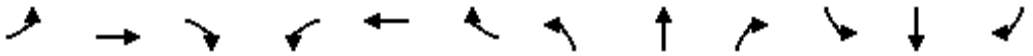
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	458	28	114	422	33	36	6	161	69	19	11
Future Volume (veh/h)	14	458	28	114	422	33	36	6	161	69	19	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	498	30	124	459	36	58	10	260	96	26	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.62	0.62	0.62	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	741	628	159	880	746	128	35	321	290	74	31
Arrive On Green	0.01	0.40	0.40	0.09	0.47	0.47	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	195	138	1274	700	292	122
Grp Volume(v), veh/h	15	498	30	124	459	36	328	0	0	137	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1607	0	0	1113	0	0
Q Serve(g_s), s	0.5	11.8	0.6	3.7	9.3	0.7	4.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	11.8	0.6	3.7	9.3	0.7	10.2	0.0	0.0	5.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.18		0.79	0.70		0.11
Lane Grp Cap(c), veh/h	27	741	628	159	880	746	483	0	0	394	0	0
V/C Ratio(X)	0.56	0.67	0.05	0.78	0.52	0.05	0.68	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	369	3253	2757	247	3125	2648	1076	0	0	871	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.4	13.4	10.0	24.1	10.0	7.8	18.9	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	6.8	1.9	0.1	3.2	0.8	0.0	0.6	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.7	0.2	1.6	3.4	0.2	3.5	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	15.3	10.1	27.3	10.8	7.8	19.5	0.0	0.0	17.2	0.0	0.0
LnGrp LOS	C	B	B	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		543			619			328			137	
Approach Delay, s/veh		15.5			14.0			19.5			17.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	26.3		18.5	5.2	30.3		18.5				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	7.5	94.0		34.3	11.2	90.3		34.3				
Max Q Clear Time (g_c+I1), s	5.7	13.8		7.6	2.5	11.3		12.2				
Green Ext Time (p_c), s	0.0	7.6		0.6	0.0	6.4		1.4				

Intersection Summary			
HCM 6th Ctrl Delay		15.9	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	485	5	16	353	60	0	0	0	47	0	24
Future Volume (veh/h)	65	485	5	16	353	60	0	0	0	47	0	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	527	5	17	384	65	0	0	0	61	0	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.50	0.50	0.50	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	748	7	31	567	96	0	239	0	305	10	64
Arrive On Green	0.06	0.40	0.40	0.02	0.36	0.36	0.00	0.00	0.00	0.13	0.00	0.13
Sat Flow, veh/h	1781	1850	18	1781	1559	264	0	1870	0	910	78	502
Grp Volume(v), veh/h	71	0	532	17	0	449	0	0	0	92	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1867	1781	0	1823	0	1870	0	1489	0	0
Q Serve(g_s), s	1.2	0.0	7.5	0.3	0.0	6.6	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	7.5	0.3	0.0	6.6	0.0	0.0	0.0	1.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.14	0.00		0.00	0.66		0.34
Lane Grp Cap(c), veh/h	104	0	755	31	0	662	0	239	0	379	0	0
V/C Ratio(X)	0.68	0.00	0.70	0.54	0.00	0.68	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	348	0	4936	314	0	4790	0	1536	0	1398	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.7	0.0	7.9	15.5	0.0	8.5	0.0	0.0	0.0	12.8	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.8	5.4	0.0	1.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.1	0.2	0.0	1.9	0.0	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	8.7	20.9	0.0	9.5	0.0	0.0	0.0	13.0	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	A	A	A	B	A	A
Approach Vol, veh/h		603			466			0			92	
Approach Delay, s/veh		9.7			9.9			0.0			13.0	
Approach LOS		A			A						B	

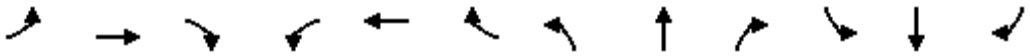
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	17.9		9.0	6.3	16.5		9.0				
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9				
Max Green Setting (Gmax), s	5.6	84.0		26.1	6.2	* 84		26.1				
Max Q Clear Time (g_c+I1), s	2.3	9.5		3.8	3.2	8.6		0.0				
Green Ext Time (p_c), s	0.0	3.2		0.3	0.0	2.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		10.1
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

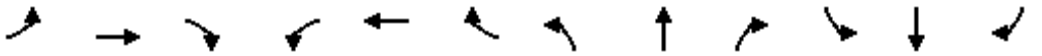
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	485	91	56	368	5	50	5	19	14	11	21
Future Volume (veh/h)	10	485	91	56	368	5	50	5	19	14	11	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	527	99	61	400	5	122	12	46	29	22	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.41	0.41	0.41	0.49	0.49	0.49
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	735	138	84	951	12	290	27	64	157	96	126
Arrive On Green	0.01	0.48	0.48	0.05	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1531	288	1781	1843	23	976	166	392	332	592	779
Grp Volume(v), veh/h	11	0	626	61	0	405	180	0	0	94	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	0	1866	1535	0	0	1702	0	0
Q Serve(g_s), s	0.3	0.0	12.5	1.5	0.0	6.1	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	12.5	1.5	0.0	6.1	4.9	0.0	0.0	2.2	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.01	0.68		0.26	0.31		0.46
Lane Grp Cap(c), veh/h	20	0	873	84	0	963	381	0	0	379	0	0
V/C Ratio(X)	0.54	0.00	0.72	0.73	0.00	0.42	0.47	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	202	0	3542	257	0	3692	1396	0	0	1490	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.5	0.0	9.4	21.5	0.0	6.8	18.0	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	8.1	0.0	1.4	4.4	0.0	0.3	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.1	0.7	0.0	1.9	1.6	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	0.0	10.9	25.9	0.0	7.2	18.3	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	C	A	B	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		637			466			180			94	
Approach Delay, s/veh		11.2			9.6			18.3			17.1	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	26.9		12.3	4.9	28.5		12.3				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	6.6	89.1		40.1	5.2	90.5		40.1				
Max Q Clear Time (g_c+I1), s	3.5	14.5		4.2	2.3	8.1		6.9				
Green Ext Time (p_c), s	0.0	7.5		0.4	0.0	3.2		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		12.0	
HCM 6th LOS		B	



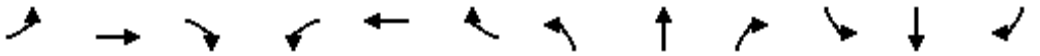
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	446	42	31	284	111	66	10	29	76	5	68
Future Volume (veh/h)	84	446	42	31	284	111	66	10	29	76	5	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	485	46	34	309	121	118	18	52	84	6	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.56	0.56	0.56	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	687	65	56	480	188	286	53	74	451	26	326
Arrive On Green	0.06	0.41	0.41	0.03	0.38	0.38	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	1682	160	1781	1279	501	680	256	358	1347	129	1585
Grp Volume(v), veh/h	91	0	531	34	0	430	188	0	0	90	0	76
Grp Sat Flow(s),veh/h/ln	1781	0	1842	1781	0	1780	1294	0	0	1476	0	1585
Q Serve(g_s), s	2.0	0.0	9.6	0.8	0.0	8.0	3.7	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	2.0	0.0	9.6	0.8	0.0	8.0	5.7	0.0	0.0	2.0	0.0	1.6
Prop In Lane	1.00		0.09	1.00		0.28	0.63		0.28	0.93		1.00
Lane Grp Cap(c), veh/h	115	0	752	56	0	668	413	0	0	478	0	326
V/C Ratio(X)	0.79	0.00	0.71	0.61	0.00	0.64	0.46	0.00	0.00	0.19	0.00	0.23
Avail Cap(c_a), veh/h	405	0	3848	249	0	3564	1061	0	0	1096	0	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	9.9	19.2	0.0	10.3	15.0	0.0	0.0	13.4	0.0	13.3
Incr Delay (d2), s/veh	4.6	0.0	1.3	3.9	0.0	1.1	0.3	0.0	0.0	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.2	0.3	0.0	2.6	1.4	0.0	0.0	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	0.0	11.2	23.0	0.0	11.4	15.3	0.0	0.0	13.6	0.0	13.6
LnGrp LOS	C	A	B	C	A	B	B	A	A	B	A	B
Approach Vol, veh/h		622			464			188			166	
Approach Delay, s/veh		12.9			12.3			15.3			13.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	21.2		13.1	7.0	19.9		13.1				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.6	83.7		26.5	9.1	80.2		26.5				
Max Q Clear Time (g_c+I1), s	2.8	11.6		4.0	4.0	10.0		7.7				
Green Ext Time (p_c), s	0.0	4.7		0.7	0.0	3.7		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		13.1	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	178	44	251	161	11	59	83	385	9	28	5
Future Volume (veh/h)	16	178	44	251	161	11	59	83	385	9	28	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	193	48	273	175	12	64	90	418	10	30	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	315	267	345	645	547	526	484	410	378	792	129
Arrive On Green	0.02	0.17	0.17	0.19	0.34	0.34	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1373	1870	1585	891	3061	497
Grp Volume(v), veh/h	17	193	48	273	175	12	64	90	418	10	17	18
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1373	1870	1585	891	1777	1781
Q Serve(g_s), s	0.4	3.8	1.0	5.8	2.7	0.2	1.5	1.5	10.3	0.4	0.3	0.3
Cycle Q Clear(g_c), s	0.4	3.8	1.0	5.8	2.7	0.2	1.8	1.5	10.3	1.8	0.3	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	31	315	267	345	645	547	526	484	410	378	460	461
V/C Ratio(X)	0.55	0.61	0.18	0.79	0.27	0.02	0.12	0.19	1.02	0.03	0.04	0.04
Avail Cap(c_a), veh/h	264	559	474	792	1113	943	526	484	410	385	473	474
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	19.4	15.4	14.2	15.3	9.4	8.6	11.7	11.5	14.8	12.2	11.0	11.1
Incr Delay (d2), s/veh	5.7	3.3	0.5	1.6	0.5	0.0	0.2	0.3	49.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.6	0.4	2.1	0.9	0.1	0.4	0.5	8.6	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	18.6	14.7	16.9	9.9	8.6	11.9	11.8	64.3	12.2	11.1	11.1
LnGrp LOS	C	B	B	B	A	A	B	B	F	B	B	B
Approach Vol, veh/h		258			460			572			45	
Approach Delay, s/veh		18.3			14.0			50.2			11.3	
Approach LOS		B			B			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	11.6		16.1	5.1	18.6		16.1				
Change Period (Y+Rc), s	4.4	4.9		* 5.8	4.4	4.9		5.8				
Max Green Setting (Gmax), s	17.7	11.9		* 11	5.9	23.7		10.3				
Max Q Clear Time (g_c+I1), s	7.8	5.8		3.8	2.4	4.7		12.3				
Green Ext Time (p_c), s	0.3	0.9		0.0	0.0	1.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		30.2
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	1	53	5	9	1	22	43	17	42	0
Future Vol, veh/h	0	2	1	53	5	9	1	22	43	17	42	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	1	58	5	10	1	24	47	18	46	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.2	8.2	7.1	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	2%	0%	100%	0%	29%
Vol Thru, %	33%	67%	0%	36%	71%
Vol Right, %	65%	33%	0%	64%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	3	53	14	59
LT Vol	1	0	53	0	17
Through Vol	22	2	0	5	42
RT Vol	43	1	0	9	0
Lane Flow Rate	72	3	58	15	64
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.074	0.004	0.084	0.018	0.074
Departure Headway (Hd)	3.725	4.126	5.273	4.321	4.177
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	946	855	677	823	847
Service Time	1.812	2.212	3.026	2.073	2.259
HCM Lane V/C Ratio	0.076	0.004	0.086	0.018	0.076
HCM Control Delay	7.1	7.2	8.5	7.2	7.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0	0.3	0.1	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	358	27	50	570	61	336
Future Volume (veh/h)	358	27	50	570	61	336
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	389	29	54	613	86	473
Peak Hour Factor	0.92	0.92	0.93	0.93	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1060	79	157	1685	421	659
Arrive On Green	0.32	0.32	0.05	0.47	0.24	0.24
Sat Flow, veh/h	3447	249	3456	3647	1781	2790
Grp Volume(v), veh/h	205	213	54	613	86	473
Grp Sat Flow(s),veh/h/ln	1777	1826	1728	1777	1781	1395
Q Serve(g_s), s	3.5	3.5	0.6	4.3	1.5	6.1
Cycle Q Clear(g_c), s	3.5	3.5	0.6	4.3	1.5	6.1
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	562	577	157	1685	421	659
V/C Ratio(X)	0.37	0.37	0.34	0.36	0.20	0.72
Avail Cap(c_a), veh/h	2011	2066	451	4796	1186	1857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	10.3	18.1	6.5	12.0	13.7
Incr Delay (d2), s/veh	1.4	1.4	0.5	0.5	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	0.2	1.1	0.5	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	11.8	18.6	7.0	12.1	14.3
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	418			667	559	
Approach Delay, s/veh	11.8			7.9	13.9	
Approach LOS	B			A	B	

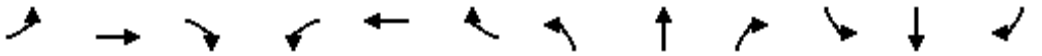
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.2	18.7				24.9	14.1
Change Period (Y+Rc), s	4.4	* 6.4				6.4	4.9
Max Green Setting (Gmax), s	5.1	* 44				52.7	26.0
Max Q Clear Time (g_c+I1), s	2.6	5.5				6.3	8.1
Green Ext Time (p_c), s	0.0	6.8				12.1	1.2

Intersection Summary		
HCM 6th Ctrl Delay		10.9
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* 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)	62	405	12	13	495	121	19	4	9	68	1	55
Future Volume (veh/h)	62	405	12	13	495	121	19	4	9	68	1	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	440	13	14	538	132	30	6	14	76	1	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.64	0.64	0.64	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	1395	41	26	1015	248	50	35	81	100	2	152
Arrive On Green	0.05	0.40	0.40	0.01	0.36	0.36	0.03	0.07	0.07	0.06	0.10	0.10
Sat Flow, veh/h	1781	3525	104	1781	2831	692	1781	498	1163	1781	25	1564
Grp Volume(v), veh/h	67	222	231	14	337	333	30	0	20	76	0	63
Grp Sat Flow(s),veh/h/ln	1781	1777	1852	1781	1777	1746	1781	0	1661	1781	0	1589
Q Serve(g_s), s	1.6	3.6	3.6	0.3	6.3	6.4	0.7	0.0	0.5	1.8	0.0	1.6
Cycle Q Clear(g_c), s	1.6	3.6	3.6	0.3	6.3	6.4	0.7	0.0	0.5	1.8	0.0	1.6
Prop In Lane	1.00		0.06	1.00		0.40	1.00		0.70	1.00		0.98
Lane Grp Cap(c), veh/h	92	703	733	26	637	626	50	0	116	100	0	155
V/C Ratio(X)	0.73	0.31	0.32	0.55	0.53	0.53	0.60	0.00	0.17	0.76	0.00	0.41
Avail Cap(c_a), veh/h	215	1945	2027	215	1945	1911	215	0	964	215	0	903
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	19.7	8.8	8.8	20.7	10.7	10.7	20.3	0.0	18.5	19.7	0.0	17.9
Incr Delay (d2), s/veh	4.1	0.3	0.3	6.6	1.0	1.0	4.2	0.0	0.3	4.5	0.0	0.6
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	0.7	1.1	1.1	0.2	2.0	2.0	0.3	0.0	0.2	0.8	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	9.1	9.1	27.3	11.7	11.7	24.5	0.0	18.8	24.1	0.0	18.5
LnGrp LOS	C	A	A	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		520			684			50			139	
Approach Delay, s/veh		11.0			12.0			22.2			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	22.1	5.6	9.5	6.6	20.5	6.8	8.3
Change Period (Y+Rc), s	4.4	5.4	4.4	5.4	4.4	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	5.1	46.2	5.1	24.0	5.1	46.2	5.1	* 25
Max Q Clear Time (g_c+I1), s	2.3	5.6	2.7	3.6	3.6	8.4	3.8	2.5
Green Ext Time (p_c), s	0.0	3.4	0.0	0.2	0.0	6.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

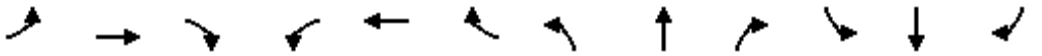
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	519	82	50	536	94	34
Future Volume (veh/h)	519	82	50	536	94	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	89	54	583	119	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1071	168	87	1955	181	161
Arrive On Green	0.35	0.35	0.05	0.55	0.10	0.10
Sat Flow, veh/h	3170	484	1781	3647	1781	1585
Grp Volume(v), veh/h	325	328	54	583	119	43
Grp Sat Flow(s),veh/h/ln	1777	1783	1781	1777	1781	1585
Q Serve(g_s), s	4.2	4.2	0.9	2.5	1.8	0.7
Cycle Q Clear(g_c), s	4.2	4.2	0.9	2.5	1.8	0.7
Prop In Lane		0.27	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	619	621	87	1955	181	161
V/C Ratio(X)	0.53	0.53	0.62	0.30	0.66	0.27
Avail Cap(c_a), veh/h	2635	2645	316	6433	1116	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.5	7.5	13.4	3.5	12.4	11.9
Incr Delay (d2), s/veh	0.4	0.4	2.7	0.0	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.9	0.3	0.2	0.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.9	7.9	16.1	3.5	13.9	12.2
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	653			637	162	
Approach Delay, s/veh	7.9			4.6	13.5	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.8	15.1				20.9	7.8
Change Period (Y+Rc), s	4.4	* 5.1				5.1	4.9
Max Green Setting (Gmax), s	5.1	* 43				52.0	18.0
Max Q Clear Time (g_c+I1), s	2.9	6.2				4.5	3.8
Green Ext Time (p_c), s	0.0	3.1				2.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



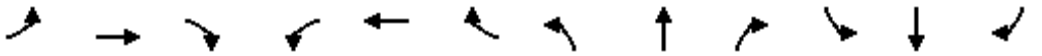
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	561	3	0	619	35	2	0	17	16	1	28
Future Volume (veh/h)	68	561	3	0	619	35	2	0	17	16	1	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	610	3	0	666	38	3	0	25	21	1	36
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.67	0.67	0.67	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	106	2234	11	0	1457	83	129	3	115	319	10	130
Arrive On Green	0.06	0.62	0.62	0.00	0.43	0.43	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	3626	18	0	3511	195	135	33	1401	1353	128	1585
Grp Volume(v), veh/h	74	299	314	0	346	358	28	0	0	22	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	0	1777	1835	1569	0	0	1481	0	1585
Q Serve(g_s), s	1.4	2.6	2.6	0.0	4.7	4.7	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	1.4	2.6	2.6	0.0	4.7	4.7	0.5	0.0	0.0	0.4	0.0	0.7
Prop In Lane	1.00		0.01	0.00		0.11	0.11		0.89	0.95		1.00
Lane Grp Cap(c), veh/h	106	1095	1150	0	758	783	247	0	0	330	0	130
V/C Ratio(X)	0.70	0.27	0.27	0.00	0.46	0.46	0.11	0.00	0.00	0.07	0.00	0.28
Avail Cap(c_a), veh/h	401	2614	2747	0	1983	2048	1508	0	0	1465	0	1413
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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	3.0	3.0	0.0	6.9	6.9	14.5	0.0	0.0	14.4	0.0	14.6
Incr Delay (d2), s/veh	3.1	0.1	0.1	0.0	0.7	0.7	0.1	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.2	0.0	1.1	1.2	0.2	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	3.1	3.1	0.0	7.6	7.6	14.6	0.0	0.0	14.4	0.0	15.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		687			704			28			58	
Approach Delay, s/veh		4.8			7.6			14.6			14.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		26.1		7.7	6.4	19.7		7.7				
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s		49.7		30.1	7.6	37.7		30.1				
Max Q Clear Time (g_c+I1), s		4.6		2.7	3.4	6.7		2.5				
Green Ext Time (p_c), s		3.0		0.1	0.0	7.7		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		6.7
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.



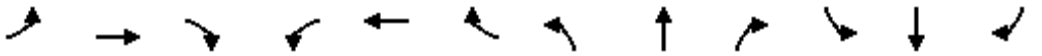
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	256	96	217	210	108	121	391	181	212	673	180
Future Volume (veh/h)	136	256	96	217	210	108	121	391	181	212	673	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1870	2116	1870	1870	2116	1870
Adj Flow Rate, veh/h	143	269	101	249	241	124	132	425	197	238	756	202
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	331	148	266	453	194	137	1009	398	1606	2601	1025
Arrive On Green	0.05	0.09	0.09	0.08	0.12	0.12	0.08	0.25	0.25	0.46	0.65	0.65
Sat Flow, veh/h	3456	3554	1585	3456	3696	1585	1781	4021	1585	3456	4021	1585
Grp Volume(v), veh/h	143	269	101	249	241	124	132	425	197	238	756	202
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1848	1585	1781	2011	1585	1728	2011	1585
Q Serve(g_s), s	7.8	14.1	10.1	13.6	11.6	5.8	14.0	16.8	20.2	7.5	15.5	9.8
Cycle Q Clear(g_c), s	7.8	14.1	10.1	13.6	11.6	5.8	14.0	16.8	20.2	7.5	15.5	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	331	148	266	453	194	137	1009	398	1606	2601	1025
V/C Ratio(X)	0.80	0.81	0.68	0.94	0.53	0.64	0.96	0.42	0.50	0.15	0.29	0.20
Avail Cap(c_a), veh/h	211	763	340	266	852	365	137	1175	463	1606	2601	1025
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)	0.96	0.96	0.96	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.1	84.5	61.6	87.2	78.2	13.1	87.4	59.6	60.9	29.2	14.6	13.6
Incr Delay (d2), s/veh	13.8	2.9	3.3	37.2	1.2	4.4	65.4	0.3	0.9	0.0	0.3	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	3.9	6.7	4.2	7.5	5.6	5.8	8.9	8.6	8.3	3.2	7.1	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	87.4	64.9	124.5	79.5	17.5	152.9	59.9	61.8	29.2	14.9	14.0
LnGrp LOS	F	F	E	F	E	B	F	E	E	C	B	B
Approach Vol, veh/h		513			614			754			1196	
Approach Delay, s/veh		87.3			85.2			76.6			17.6	
Approach LOS		F			F			E			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	93.7	53.6	19.8	22.9	19.0	128.3	14.2	28.5
Change Period (Y+Rc), s	5.4	* 5.9	5.2	* 5.2	4.4	5.4	4.4	5.2
Max Green Setting (Gmax), s	59.2	* 56	14.6	* 41	14.6	100.6	11.6	43.8
Max Q Clear Time (g_c+I1), s	9.5	22.2	15.6	16.1	16.0	17.5	9.8	13.6
Green Ext Time (p_c), s	0.4	3.2	0.0	1.6	0.0	8.2	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	57.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



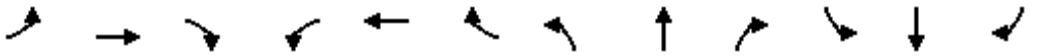
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	467	26	72	427	41	20	6	76	40	15	11
Future Volume (veh/h)	13	467	26	72	427	41	20	6	76	40	15	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	508	28	77	459	44	22	7	84	44	17	12
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1303	72	110	1403	134	163	18	137	285	53	31
Arrive On Green	0.01	0.38	0.38	0.06	0.43	0.43	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3425	188	1781	3278	313	255	160	1200	920	465	273
Grp Volume(v), veh/h	14	263	273	77	248	255	113	0	0	73	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1836	1781	1777	1814	1614	0	0	1658	0	0
Q Serve(g_s), s	0.2	3.4	3.5	1.4	3.0	3.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.4	3.5	1.4	3.0	3.0	2.1	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.17	0.19		0.74	0.60		0.16
Lane Grp Cap(c), veh/h	26	676	699	110	760	776	318	0	0	369	0	0
V/C Ratio(X)	0.54	0.39	0.39	0.70	0.33	0.33	0.36	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	339	2448	2530	367	2476	2527	1846	0	0	1793	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.7	7.2	7.2	14.7	6.1	6.1	13.5	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	6.3	0.7	0.6	3.0	0.4	0.4	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.0	0.5	0.8	0.8	0.6	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	7.9	7.8	17.7	6.5	6.5	13.7	0.0	0.0	13.2	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		550			580			113			73	
Approach Delay, s/veh		8.2			8.0			13.7			13.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	17.1		8.5	4.9	18.6		8.5				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	6.6	44.1		35.1	6.1	44.6		35.1				
Max Q Clear Time (g_c+I1), s	3.4	5.5		3.2	2.2	5.0		4.1				
Green Ext Time (p_c), s	0.0	6.7		0.2	0.0	5.9		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		8.9
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	363	10	44	445	73	5	0	0	59	0	22
Future Volume (veh/h)	67	363	10	44	445	73	5	0	0	59	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	395	11	48	484	79	20	0	0	63	0	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.25	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	1231	34	78	1016	165	444	0	0	338	11	54
Arrive On Green	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.00	0.00	0.13	0.00	0.13
Sat Flow, veh/h	1781	3531	98	1781	3061	497	1543	0	0	994	81	409
Grp Volume(v), veh/h	73	198	208	48	280	283	20	0	0	87	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	1781	1777	1781	1543	0	0	1484	0	0
Q Serve(g_s), s	1.2	2.5	2.5	0.8	3.8	3.8	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	1.2	2.5	2.5	0.8	3.8	3.8	0.3	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.28	1.00		0.00	0.72		0.28
Lane Grp Cap(c), veh/h	108	620	646	78	590	591	444	0	0	403	0	0
V/C Ratio(X)	0.68	0.32	0.32	0.61	0.47	0.48	0.05	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	361	2453	2558	414	2512	2518	1507	0	0	1523	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.9	7.2	7.2	14.2	8.0	8.0	11.5	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.2	0.2	2.9	0.5	0.5	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.7	0.3	1.1	1.1	0.1	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	7.4	7.4	17.0	8.5	8.5	11.5	0.0	0.0	12.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		479			611			20			87	
Approach Delay, s/veh		8.8			9.1			11.5			12.1	
Approach LOS		A			A			B			B	

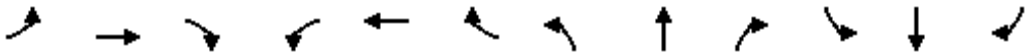
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	15.5		8.9	6.2	15.0		8.9				
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9				
Max Green Setting (Gmax), s	7.0	41.6		27.1	6.1	* 43		27.1				
Max Q Clear Time (g_c+I1), s	2.8	4.5		3.6	3.2	5.8		2.3				
Green Ext Time (p_c), s	0.0	2.1		0.3	0.0	3.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		9.3
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

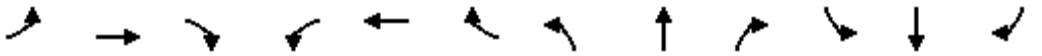
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	276	82	52	347	28	50	14	29	15	25	13
Future Volume (veh/h)	40	276	82	52	347	28	50	14	29	15	25	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	300	89	57	377	30	60	17	35	18	30	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	940	274	91	1190	94	286	27	55	206	99	48
Arrive On Green	0.04	0.35	0.35	0.05	0.36	0.36	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	2714	791	1781	3335	264	849	241	495	415	892	436
Grp Volume(v), veh/h	43	195	194	57	200	207	112	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1728	1781	1777	1823	1586	0	0	1744	0	0
Q Serve(g_s), s	0.7	2.3	2.4	0.9	2.4	2.4	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	2.3	2.4	0.9	2.4	2.4	1.9	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.46	1.00		0.14	0.54		0.31	0.28		0.25
Lane Grp Cap(c), veh/h	72	616	599	91	634	651	367	0	0	353	0	0
V/C Ratio(X)	0.60	0.32	0.32	0.63	0.32	0.32	0.31	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	315	2746	2670	321	2752	2823	1542	0	0	1635	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.6	6.9	6.9	13.4	6.7	6.7	12.2	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.4	0.4	2.7	0.3	0.3	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.6	0.4	0.6	0.6	0.5	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	7.3	7.3	16.1	7.0	7.0	12.4	0.0	0.0	11.9	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		432			464			112			64	
Approach Delay, s/veh		8.2			8.1			12.4			11.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	14.9		8.1	5.6	15.2		8.1				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	44.6		26.0	5.1	44.7		26.0				
Max Q Clear Time (g_c+I1), s	2.9	4.4		2.9	2.7	4.4		3.9				
Green Ext Time (p_c), s	0.0	3.5		0.2	0.0	2.9		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		8.8	
HCM 6th LOS		A	



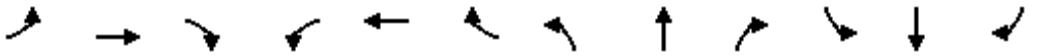
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	237	47	40	311	128	46	5	18	117	14	128
Future Volume (veh/h)	98	237	47	40	311	128	46	5	18	117	14	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	258	51	43	338	139	55	6	21	124	15	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	1033	201	71	769	311	277	49	48	451	35	269
Arrive On Green	0.08	0.35	0.35	0.04	0.31	0.31	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	2966	577	1781	2470	998	531	286	281	1406	208	1585
Grp Volume(v), veh/h	107	153	156	43	241	236	82	0	0	139	0	136
Grp Sat Flow(s),veh/h/ln	1781	1777	1766	1781	1777	1691	1099	0	0	1613	0	1585
Q Serve(g_s), s	1.9	2.0	2.0	0.8	3.5	3.6	0.6	0.0	0.0	0.0	0.0	2.5
Cycle Q Clear(g_c), s	1.9	2.0	2.0	0.8	3.5	3.6	2.8	0.0	0.0	2.2	0.0	2.5
Prop In Lane	1.00		0.33	1.00		0.59	0.67		0.26	0.89		1.00
Lane Grp Cap(c), veh/h	136	619	615	71	553	527	374	0	0	486	0	269
V/C Ratio(X)	0.78	0.25	0.25	0.61	0.44	0.45	0.22	0.00	0.00	0.29	0.00	0.51
Avail Cap(c_a), veh/h	283	2457	2443	300	2474	2354	1235	0	0	1397	0	1284
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	7.5	7.5	15.2	8.8	8.8	12.0	0.0	0.0	12.0	0.0	12.1
Incr Delay (d2), s/veh	3.7	0.2	0.2	3.1	0.6	0.6	0.1	0.0	0.0	0.3	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.6	0.6	0.3	1.1	1.1	0.4	0.0	0.0	0.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	7.7	7.7	18.3	9.4	9.5	12.1	0.0	0.0	12.3	0.0	13.6
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	B
Approach Vol, veh/h		416			520			82			275	
Approach Delay, s/veh		10.4			10.2			12.1			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	16.1		10.3	6.9	14.9		10.3				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.4	44.4		26.0	5.1	44.7		26.0				
Max Q Clear Time (g_c+I1), s	2.8	4.0		4.5	3.9	5.6		4.8				
Green Ext Time (p_c), s	0.0	2.3		1.2	0.0	3.7		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		11.0	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	100	68	278	162	8	81	87	295	6	33	8
Future Volume (veh/h)	11	100	68	278	162	8	81	87	295	6	33	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	109	74	302	176	9	85	92	311	7	36	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	428	191	384	1150	513	497	412	349	388	626	151
Arrive On Green	0.01	0.12	0.12	0.22	0.32	0.32	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1361	1870	1585	982	2841	684
Grp Volume(v), veh/h	12	109	74	302	176	9	85	92	311	7	22	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1361	1870	1585	982	1777	1747
Q Serve(g_s), s	0.2	0.9	1.5	5.5	1.2	0.1	1.8	1.4	6.5	0.2	0.3	0.4
Cycle Q Clear(g_c), s	0.2	0.9	1.5	5.5	1.2	0.1	2.1	1.4	6.5	1.6	0.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	22	428	191	384	1150	513	497	412	349	388	391	385
V/C Ratio(X)	0.53	0.25	0.39	0.79	0.15	0.02	0.17	0.22	0.89	0.02	0.06	0.06
Avail Cap(c_a), veh/h	304	1023	456	921	2255	1006	497	412	349	397	407	400
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	16.7	13.6	13.8	12.6	8.2	7.8	11.3	10.9	12.9	11.5	10.5	10.5
Incr Delay (d2), s/veh	7.1	0.5	2.2	1.4	0.1	0.0	0.3	0.5	24.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.5	1.8	0.3	0.0	0.4	0.4	3.7	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	14.1	16.0	14.0	8.3	7.9	11.6	11.4	37.2	11.5	10.5	10.5
LnGrp LOS	C	B	B	B	A	A	B	B	D	B	B	B
Approach Vol, veh/h		195			487			488			52	
Approach Delay, s/veh		15.4			11.8			27.9			10.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	9.0		13.3	4.8	15.9		13.3				
Change Period (Y+Rc), s	4.4	4.9		* 5.8	4.4	4.9		5.8				
Max Green Setting (Gmax), s	17.6	9.8		* 7.8	5.8	21.6		7.5				
Max Q Clear Time (g_c+I1), s	7.5	3.5		3.6	2.2	3.2		8.5				
Green Ext Time (p_c), s	0.3	0.6		0.0	0.0	1.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		18.8	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	0	100	2	27	1	22	48	26	26	0
Future Vol, veh/h	0	3	0	100	2	27	1	22	48	26	26	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	0	109	2	29	1	24	52	28	28	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.5	8.6	7.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	1%	0%	100%	0%	50%
Vol Thru, %	31%	100%	0%	7%	50%
Vol Right, %	68%	0%	0%	93%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	3	100	29	52
LT Vol	1	0	100	0	26
Through Vol	22	3	0	2	26
RT Vol	48	0	0	27	0
Lane Flow Rate	77	3	109	32	57
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.085	0.004	0.159	0.036	0.07
Departure Headway (Hd)	3.966	4.496	5.269	4.115	4.484
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	908	799	676	861	803
Service Time	1.968	2.506	3.039	1.884	2.486
HCM Lane V/C Ratio	0.085	0.004	0.161	0.037	0.071
HCM Control Delay	7.3	7.5	9	7	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0	0.6	0.1	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	358	27	50	570	61	336
Future Volume (veh/h)	358	27	50	570	61	336
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	389	29	54	613	86	473
Peak Hour Factor	0.92	0.92	0.93	0.93	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1060	79	157	1685	421	659
Arrive On Green	0.32	0.32	0.05	0.47	0.24	0.24
Sat Flow, veh/h	3447	249	3456	3647	1781	2790
Grp Volume(v), veh/h	205	213	54	613	86	473
Grp Sat Flow(s),veh/h/ln	1777	1826	1728	1777	1781	1395
Q Serve(g_s), s	3.5	3.5	0.6	4.3	1.5	6.1
Cycle Q Clear(g_c), s	3.5	3.5	0.6	4.3	1.5	6.1
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	562	577	157	1685	421	659
V/C Ratio(X)	0.37	0.37	0.34	0.36	0.20	0.72
Avail Cap(c_a), veh/h	2011	2066	451	4796	1186	1857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	10.3	18.1	6.5	12.0	13.7
Incr Delay (d2), s/veh	1.4	1.4	0.5	0.5	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	0.2	1.1	0.5	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	11.8	18.6	7.0	12.1	14.3
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	418			667	559	
Approach Delay, s/veh	11.8			7.9	13.9	
Approach LOS	B			A	B	

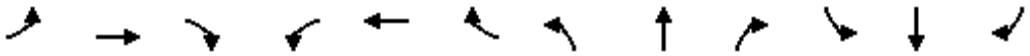
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.2	18.7				24.9	14.1
Change Period (Y+Rc), s	4.4	* 6.4				6.4	4.9
Max Green Setting (Gmax), s	5.1	* 44				52.7	26.0
Max Q Clear Time (g_c+I1), s	2.6	5.5				6.3	8.1
Green Ext Time (p_c), s	0.0	6.8				12.1	1.2

Intersection Summary		
HCM 6th Ctrl Delay		10.9
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* 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)	62	405	12	13	495	121	19	4	9	68	1	55
Future Volume (veh/h)	62	405	12	13	495	121	19	4	9	68	1	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	440	13	14	538	132	30	6	14	76	1	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.64	0.64	0.64	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	1395	41	26	1015	248	50	35	81	100	2	152
Arrive On Green	0.05	0.40	0.40	0.01	0.36	0.36	0.03	0.07	0.07	0.06	0.10	0.10
Sat Flow, veh/h	1781	3525	104	1781	2831	692	1781	498	1163	1781	25	1564
Grp Volume(v), veh/h	67	222	231	14	337	333	30	0	20	76	0	63
Grp Sat Flow(s),veh/h/ln	1781	1777	1852	1781	1777	1746	1781	0	1661	1781	0	1589
Q Serve(g_s), s	1.6	3.6	3.6	0.3	6.3	6.4	0.7	0.0	0.5	1.8	0.0	1.6
Cycle Q Clear(g_c), s	1.6	3.6	3.6	0.3	6.3	6.4	0.7	0.0	0.5	1.8	0.0	1.6
Prop In Lane	1.00		0.06	1.00		0.40	1.00		0.70	1.00		0.98
Lane Grp Cap(c), veh/h	92	703	733	26	637	626	50	0	116	100	0	155
V/C Ratio(X)	0.73	0.31	0.32	0.55	0.53	0.53	0.60	0.00	0.17	0.76	0.00	0.41
Avail Cap(c_a), veh/h	215	1945	2027	215	1945	1911	215	0	964	215	0	903
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	19.7	8.8	8.8	20.7	10.7	10.7	20.3	0.0	18.5	19.7	0.0	17.9
Incr Delay (d2), s/veh	4.1	0.3	0.3	6.6	1.0	1.0	4.2	0.0	0.3	4.5	0.0	0.6
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	0.7	1.1	1.1	0.2	2.0	2.0	0.3	0.0	0.2	0.8	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	9.1	9.1	27.3	11.7	11.7	24.5	0.0	18.8	24.1	0.0	18.5
LnGrp LOS	C	A	A	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		520			684			50			139	
Approach Delay, s/veh		11.0			12.0			22.2			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	22.1	5.6	9.5	6.6	20.5	6.8	8.3
Change Period (Y+Rc), s	4.4	5.4	4.4	5.4	4.4	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	5.1	46.2	5.1	24.0	5.1	46.2	5.1	* 25
Max Q Clear Time (g_c+I1), s	2.3	5.6	2.7	3.6	3.6	8.4	3.8	2.5
Green Ext Time (p_c), s	0.0	3.4	0.0	0.2	0.0	6.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

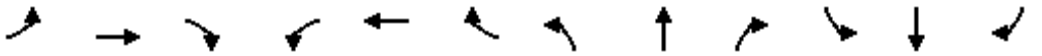
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	519	82	50	536	94	34
Future Volume (veh/h)	519	82	50	536	94	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	89	54	583	119	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1071	168	87	1955	181	161
Arrive On Green	0.35	0.35	0.05	0.55	0.10	0.10
Sat Flow, veh/h	3170	484	1781	3647	1781	1585
Grp Volume(v), veh/h	325	328	54	583	119	43
Grp Sat Flow(s),veh/h/ln	1777	1783	1781	1777	1781	1585
Q Serve(g_s), s	4.2	4.2	0.9	2.5	1.8	0.7
Cycle Q Clear(g_c), s	4.2	4.2	0.9	2.5	1.8	0.7
Prop In Lane		0.27	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	619	621	87	1955	181	161
V/C Ratio(X)	0.53	0.53	0.62	0.30	0.66	0.27
Avail Cap(c_a), veh/h	2635	2645	316	6433	1116	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.5	7.5	13.4	3.5	12.4	11.9
Incr Delay (d2), s/veh	0.4	0.4	2.7	0.0	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.9	0.3	0.2	0.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.9	7.9	16.1	3.5	13.9	12.2
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	653			637	162	
Approach Delay, s/veh	7.9			4.6	13.5	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.8	15.1				20.9	7.8
Change Period (Y+Rc), s	4.4	* 5.1				5.1	4.9
Max Green Setting (Gmax), s	5.1	* 43				52.0	18.0
Max Q Clear Time (g_c+I1), s	2.9	6.2				4.5	3.8
Green Ext Time (p_c), s	0.0	3.1				2.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



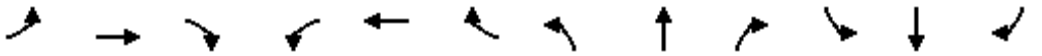
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	561	3	0	619	35	2	0	17	16	1	28
Future Volume (veh/h)	68	561	3	0	619	35	2	0	17	16	1	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	610	3	0	666	38	3	0	25	21	1	36
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.67	0.67	0.67	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	106	2234	11	0	1457	83	129	3	115	319	10	130
Arrive On Green	0.06	0.62	0.62	0.00	0.43	0.43	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	3626	18	0	3511	195	135	33	1401	1353	128	1585
Grp Volume(v), veh/h	74	299	314	0	346	358	28	0	0	22	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	0	1777	1835	1569	0	0	1481	0	1585
Q Serve(g_s), s	1.4	2.6	2.6	0.0	4.7	4.7	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	1.4	2.6	2.6	0.0	4.7	4.7	0.5	0.0	0.0	0.4	0.0	0.7
Prop In Lane	1.00		0.01	0.00		0.11	0.11		0.89	0.95		1.00
Lane Grp Cap(c), veh/h	106	1095	1150	0	758	783	247	0	0	330	0	130
V/C Ratio(X)	0.70	0.27	0.27	0.00	0.46	0.46	0.11	0.00	0.00	0.07	0.00	0.28
Avail Cap(c_a), veh/h	401	2614	2747	0	1983	2048	1508	0	0	1465	0	1413
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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	3.0	3.0	0.0	6.9	6.9	14.5	0.0	0.0	14.4	0.0	14.6
Incr Delay (d2), s/veh	3.1	0.1	0.1	0.0	0.7	0.7	0.1	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.2	0.0	1.1	1.2	0.2	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	3.1	3.1	0.0	7.6	7.6	14.6	0.0	0.0	14.4	0.0	15.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		687			704			28			58	
Approach Delay, s/veh		4.8			7.6			14.6			14.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		26.1		7.7	6.4	19.7		7.7				
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s		49.7		30.1	7.6	37.7		30.1				
Max Q Clear Time (g_c+I1), s		4.6		2.7	3.4	6.7		2.5				
Green Ext Time (p_c), s		3.0		0.1	0.0	7.7		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		6.7
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.



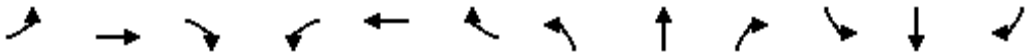
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	256	96	217	210	108	121	391	181	212	673	180
Future Volume (veh/h)	136	256	96	217	210	108	121	391	181	212	673	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1870	2116	1870	1870	2116	1870
Adj Flow Rate, veh/h	143	269	101	249	241	124	132	425	197	238	756	202
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	331	148	266	453	194	137	1009	398	1606	2601	1025
Arrive On Green	0.05	0.09	0.09	0.08	0.12	0.12	0.08	0.25	0.25	0.46	0.65	0.65
Sat Flow, veh/h	3456	3554	1585	3456	3696	1585	1781	4021	1585	3456	4021	1585
Grp Volume(v), veh/h	143	269	101	249	241	124	132	425	197	238	756	202
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1848	1585	1781	2011	1585	1728	2011	1585
Q Serve(g_s), s	7.8	14.1	10.1	13.6	11.6	5.8	14.0	16.8	20.2	7.5	15.5	9.8
Cycle Q Clear(g_c), s	7.8	14.1	10.1	13.6	11.6	5.8	14.0	16.8	20.2	7.5	15.5	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	331	148	266	453	194	137	1009	398	1606	2601	1025
V/C Ratio(X)	0.80	0.81	0.68	0.94	0.53	0.64	0.96	0.42	0.50	0.15	0.29	0.20
Avail Cap(c_a), veh/h	211	763	340	266	852	365	137	1175	463	1606	2601	1025
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)	0.85	0.85	0.85	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.1	84.5	61.6	87.2	78.2	13.1	87.4	59.6	60.9	29.2	14.6	13.6
Incr Delay (d2), s/veh	12.4	2.6	2.9	37.2	1.2	4.4	65.4	0.3	0.9	0.0	0.3	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	3.8	6.7	4.2	7.5	5.6	5.8	8.9	8.6	8.3	3.2	7.1	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.5	87.1	64.5	124.5	79.5	17.5	152.9	59.9	61.8	29.2	14.9	14.0
LnGrp LOS	F	F	E	F	E	B	F	E	E	C	B	B
Approach Vol, veh/h		513			614			754			1196	
Approach Delay, s/veh		86.6			85.2			76.6			17.6	
Approach LOS		F			F			E			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	93.7	53.6	19.8	22.9	19.0	128.3	14.2	28.5
Change Period (Y+Rc), s	5.4	* 5.9	5.2	* 5.2	4.4	5.4	4.4	5.2
Max Green Setting (Gmax), s	59.2	* 56	14.6	* 41	14.6	100.6	11.6	43.8
Max Q Clear Time (g_c+I1), s	9.5	22.2	15.6	16.1	16.0	17.5	9.8	13.6
Green Ext Time (p_c), s	0.4	3.2	0.0	1.6	0.0	8.2	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	57.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



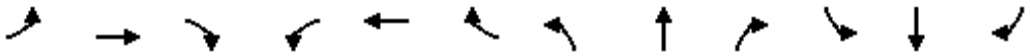
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	467	26	72	427	41	20	6	76	40	15	11
Future Volume (veh/h)	13	467	26	72	427	41	20	6	76	40	15	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	508	28	77	459	44	22	7	84	44	17	12
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	809	45	104	1653	158	138	20	133	248	58	30
Arrive On Green	0.01	0.46	0.46	0.06	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	1756	97	1781	3278	313	236	176	1194	875	517	274
Grp Volume(v), veh/h	14	0	536	77	248	255	113	0	0	73	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1853	1781	1777	1814	1606	0	0	1666	0	0
Q Serve(g_s), s	0.3	0.0	8.4	1.6	3.1	3.1	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	8.4	1.6	3.1	3.1	2.5	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.17	0.19		0.74	0.60		0.16
Lane Grp Cap(c), veh/h	26	0	853	104	896	915	291	0	0	336	0	0
V/C Ratio(X)	0.54	0.00	0.63	0.74	0.28	0.28	0.39	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	283	0	2128	306	2064	2107	1539	0	0	1500	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.8	0.0	7.9	17.8	5.5	5.5	16.3	0.0	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	6.5	0.0	1.4	3.8	0.3	0.3	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.7	0.7	0.8	0.8	0.8	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	9.2	21.6	5.8	5.8	16.6	0.0	0.0	15.9	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		550			580			113			73	
Approach Delay, s/veh		9.6			7.9			16.6			15.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	22.6		9.2	5.0	24.3		9.2				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	6.6	44.1		35.1	6.1	44.6		35.1				
Max Q Clear Time (g_c+I1), s	3.6	10.4		3.4	2.3	5.1		4.5				
Green Ext Time (p_c), s	0.0	7.2		0.2	0.0	5.9		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	363	10	44	445	73	5	0	0	59	0	22
Future Volume (veh/h)	67	363	10	44	445	73	5	0	0	59	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	395	11	48	484	79	20	0	0	63	0	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.25	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	791	22	76	661	108	387	0	0	294	7	48
Arrive On Green	0.06	0.44	0.44	0.04	0.42	0.42	0.12	0.00	0.00	0.12	0.00	0.12
Sat Flow, veh/h	1781	1811	50	1781	1568	256	1567	0	0	1017	61	411
Grp Volume(v), veh/h	73	0	406	48	0	563	20	0	0	87	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1861	1781	0	1824	1567	0	0	1488	0	0
Q Serve(g_s), s	1.4	0.0	5.6	0.9	0.0	9.2	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	5.6	0.9	0.0	9.2	0.4	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.14	1.00		0.00	0.72		0.28
Lane Grp Cap(c), veh/h	103	0	813	76	0	768	387	0	0	350	0	0
V/C Ratio(X)	0.71	0.00	0.50	0.63	0.00	0.73	0.05	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	307	0	2186	352	0	2194	1286	0	0	1296	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.4	0.0	7.2	16.7	0.0	8.6	14.0	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.3	3.2	0.0	1.1	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.6	0.4	0.0	2.7	0.1	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	7.5	19.9	0.0	9.7	14.0	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		479			611			20			87	
Approach Delay, s/veh		9.4			10.5			14.0			14.7	
Approach LOS		A			B			B			B	

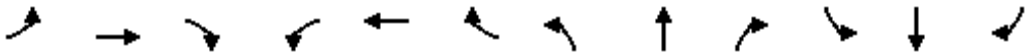
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	20.5		9.1	6.4	19.9		9.1				
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9				
Max Green Setting (Gmax), s	7.0	41.6		27.1	6.1	* 43		27.1				
Max Q Clear Time (g_c+I1), s	2.9	7.6		3.9	3.4	11.2		2.4				
Green Ext Time (p_c), s	0.0	2.2		0.3	0.0	3.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		10.4
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

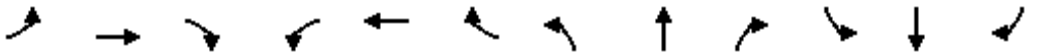
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	276	82	52	347	28	50	14	29	15	25	13
Future Volume (veh/h)	40	276	82	52	347	28	50	14	29	15	25	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	300	89	57	377	30	60	17	35	18	30	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	508	151	90	645	51	278	27	55	198	99	48
Arrive On Green	0.04	0.37	0.37	0.05	0.38	0.38	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	1385	411	1781	1710	136	850	241	496	407	901	436
Grp Volume(v), veh/h	43	0	389	57	0	407	112	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1846	1586	0	0	1743	0	0
Q Serve(g_s), s	0.7	0.0	5.3	0.9	0.0	5.3	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	5.3	0.9	0.0	5.3	1.9	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.07	0.54		0.31	0.28		0.25
Lane Grp Cap(c), veh/h	72	0	659	90	0	696	359	0	0	346	0	0
V/C Ratio(X)	0.60	0.00	0.59	0.63	0.00	0.58	0.31	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	302	0	2667	308	0	2747	1482	0	0	1571	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	7.7	14.0	0.0	7.5	12.7	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	1.1	2.8	0.0	0.8	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.5	0.4	0.0	1.5	0.6	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	8.8	16.7	0.0	8.3	12.9	0.0	0.0	12.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		432			464			112			64	
Approach Delay, s/veh		9.6			9.3			12.9			12.4	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	15.9		8.2	5.6	16.2		8.2				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	44.6		26.0	5.1	44.7		26.0				
Max Q Clear Time (g_c+I1), s	2.9	7.3		3.0	2.7	7.3		3.9				
Green Ext Time (p_c), s	0.0	3.8		0.2	0.0	3.1		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		10.0	
HCM 6th LOS		B	



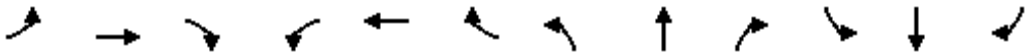
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	237	47	40	311	128	46	5	18	117	14	128
Future Volume (veh/h)	98	237	47	40	311	128	46	5	18	117	14	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	258	51	43	338	139	55	6	21	124	15	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	642	127	69	486	200	241	42	42	412	31	253
Arrive On Green	0.08	0.42	0.42	0.04	0.39	0.39	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1517	300	1781	1259	518	503	265	264	1444	197	1585
Grp Volume(v), veh/h	107	0	309	43	0	477	82	0	0	139	0	136
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	0	1777	1032	0	0	1641	0	1585
Q Serve(g_s), s	2.2	0.0	4.4	0.9	0.0	8.4	0.9	0.0	0.0	0.0	0.0	3.0
Cycle Q Clear(g_c), s	2.2	0.0	4.4	0.9	0.0	8.4	3.5	0.0	0.0	2.6	0.0	3.0
Prop In Lane	1.00		0.17	1.00		0.29	0.67		0.26	0.89		1.00
Lane Grp Cap(c), veh/h	135	0	769	69	0	686	325	0	0	443	0	253
V/C Ratio(X)	0.79	0.00	0.40	0.63	0.00	0.70	0.25	0.00	0.00	0.31	0.00	0.54
Avail Cap(c_a), veh/h	242	0	2152	257	0	2119	1044	0	0	1204	0	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	7.5	17.8	0.0	9.7	14.5	0.0	0.0	14.4	0.0	14.5
Incr Delay (d2), s/veh	3.9	0.0	0.4	3.5	0.0	1.4	0.1	0.0	0.0	0.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.3	0.4	0.0	2.7	0.6	0.0	0.0	0.9	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	7.9	21.2	0.0	11.1	14.7	0.0	0.0	14.8	0.0	16.3
LnGrp LOS	C	A	A	C	A	B	B	A	A	B	A	B
Approach Vol, veh/h		416			520			82			275	
Approach Delay, s/veh		11.3			11.9			14.7			15.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	20.8		10.9	7.2	19.4		10.9				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.4	44.4		26.0	5.1	44.7		26.0				
Max Q Clear Time (g_c+I1), s	2.9	6.4		5.0	4.2	10.4		5.5				
Green Ext Time (p_c), s	0.0	2.4		1.2	0.0	4.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		12.6	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	100	68	278	162	8	81	87	295	6	33	8
Future Volume (veh/h)	11	100	68	278	162	8	81	87	295	6	33	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	109	74	302	176	9	85	92	311	7	36	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	241	204	384	620	525	491	407	345	383	618	149
Arrive On Green	0.01	0.13	0.13	0.22	0.33	0.33	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1361	1870	1585	982	2841	684
Grp Volume(v), veh/h	12	109	74	302	176	9	85	92	311	7	22	23
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1361	1870	1585	982	1777	1747
Q Serve(g_s), s	0.2	1.9	1.5	5.5	2.4	0.1	1.8	1.4	6.6	0.2	0.3	0.4
Cycle Q Clear(g_c), s	0.2	1.9	1.5	5.5	2.4	0.1	2.2	1.4	6.6	1.6	0.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	22	241	204	384	620	525	491	407	345	383	387	380
V/C Ratio(X)	0.53	0.45	0.36	0.79	0.28	0.02	0.17	0.23	0.90	0.02	0.06	0.06
Avail Cap(c_a), veh/h	300	532	451	910	1173	994	491	407	345	392	402	396
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	16.9	13.9	13.7	12.8	8.5	7.7	11.5	11.1	13.1	11.7	10.7	10.7
Incr Delay (d2), s/veh	7.2	2.3	1.9	1.4	0.5	0.0	0.3	0.5	26.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.5	1.8	0.8	0.0	0.4	0.4	3.9	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	16.2	15.6	14.1	9.0	7.8	11.8	11.6	39.4	11.8	10.7	10.7
LnGrp LOS	C	B	B	B	A	A	B	B	D	B	B	B
Approach Vol, veh/h		195			487			488			52	
Approach Delay, s/veh		16.4			12.2			29.4			10.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	9.3		13.3	4.8	16.3		13.3				
Change Period (Y+Rc), s	4.4	4.9		* 5.8	4.4	4.9		5.8				
Max Green Setting (Gmax), s	17.6	9.8		* 7.8	5.8	21.6		7.5				
Max Q Clear Time (g_c+I1), s	7.5	3.9		3.6	2.2	4.4		8.6				
Green Ext Time (p_c), s	0.3	0.6		0.0	0.0	1.6		0.0				

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

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	0	100	2	27	1	22	48	26	26	0
Future Vol, veh/h	0	3	0	100	2	27	1	22	48	26	26	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	0	109	2	29	1	24	52	28	28	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

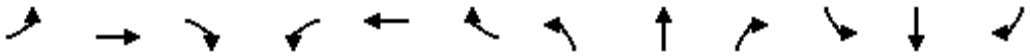
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.5	8.6	7.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	1%	0%	100%	0%	50%
Vol Thru, %	31%	100%	0%	7%	50%
Vol Right, %	68%	0%	0%	93%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	3	100	29	52
LT Vol	1	0	100	0	26
Through Vol	22	3	0	2	26
RT Vol	48	0	0	27	0
Lane Flow Rate	77	3	109	32	57
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.085	0.004	0.159	0.036	0.07
Departure Headway (Hd)	3.966	4.496	5.269	4.115	4.484
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	908	799	676	861	803
Service Time	1.968	2.506	3.039	1.884	2.486
HCM Lane V/C Ratio	0.085	0.004	0.161	0.037	0.071
HCM Control Delay	7.3	7.5	9	7	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0	0.6	0.1	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	358	27	50	570	61	336
Future Volume (veh/h)	358	27	50	570	61	336
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	389	29	54	620	66	365
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1278	95	142	1678	762	1193
Arrive On Green	0.38	0.38	0.04	0.47	0.43	0.43
Sat Flow, veh/h	3447	249	3456	3647	1781	2790
Grp Volume(v), veh/h	205	213	54	620	66	365
Grp Sat Flow(s),veh/h/ln	1777	1826	1728	1777	1781	1395
Q Serve(g_s), s	7.3	7.3	1.4	10.0	2.0	7.8
Cycle Q Clear(g_c), s	7.3	7.3	1.4	10.0	2.0	7.8
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	677	696	142	1678	762	1193
V/C Ratio(X)	0.30	0.31	0.38	0.37	0.09	0.31
Avail Cap(c_a), veh/h	677	696	326	1678	762	1193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	19.5	42.0	15.2	15.3	17.0
Incr Delay (d2), s/veh	0.2	0.2	1.7	0.6	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.0	0.6	3.9	0.8	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	19.8	43.7	15.8	15.5	17.6
LnGrp LOS	B	B	D	B	B	B
Approach Vol, veh/h	418			674	431	
Approach Delay, s/veh	19.7			18.0	17.3	
Approach LOS	B			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.2	38.8				47.0	43.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	8.5	18.0				42.5	38.5
Max Q Clear Time (g_c+I1), s	3.4	9.3				12.0	9.8
Green Ext Time (p_c), s	0.0	1.5				4.5	1.7

Intersection Summary			
HCM 6th Ctrl Delay		18.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	405	12	13	495	121	19	4	9	68	1	55
Future Volume (veh/h)	62	405	12	13	495	121	19	4	9	68	1	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	440	13	14	538	132	30	6	10	74	1	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.64	0.64	0.92	0.92	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	990	29	535	579	142	50	134	223	281	2	136
Arrive On Green	0.05	0.55	0.55	0.40	0.40	0.40	0.03	0.21	0.21	0.09	0.09	0.09
Sat Flow, veh/h	1781	1807	53	938	1450	356	1781	630	1051	1397	25	1564
Grp Volume(v), veh/h	67	0	453	14	0	670	30	0	16	74	0	63
Grp Sat Flow(s),veh/h/ln	1781	0	1861	938	0	1806	1781	0	1681	1397	0	1589
Q Serve(g_s), s	1.7	0.0	6.6	0.4	0.0	15.9	0.7	0.0	0.3	2.3	0.0	1.7
Cycle Q Clear(g_c), s	1.7	0.0	6.6	0.4	0.0	15.9	0.7	0.0	0.3	2.3	0.0	1.7
Prop In Lane	1.00		0.03	1.00		0.20	1.00		0.63	1.00		0.98
Lane Grp Cap(c), veh/h	90	0	1019	535	0	721	50	0	357	281	0	138
V/C Ratio(X)	0.75	0.00	0.44	0.03	0.00	0.93	0.61	0.00	0.04	0.26	0.00	0.46
Avail Cap(c_a), veh/h	202	0	1911	535	0	723	202	0	916	905	0	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	6.1	8.2	0.0	12.9	21.6	0.0	14.1	19.8	0.0	19.5
Incr Delay (d2), s/veh	4.5	0.0	0.4	0.0	0.0	18.3	4.4	0.0	0.0	0.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.6	0.1	0.0	8.4	0.3	0.0	0.1	0.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	0.0	6.5	8.3	0.0	31.2	26.0	0.0	14.1	20.0	0.0	20.4
LnGrp LOS	C	A	A	A	A	C	C	A	B	B	A	C
Approach Vol, veh/h		520			684			46			137	
Approach Delay, s/veh		8.9			30.8			21.9			20.2	
Approach LOS		A			C			C			C	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		30.0	5.7	9.3	6.7	23.4		15.0				
Change Period (Y+Rc), s		5.4	4.4	5.4	4.4	* 5.4		* 5.4				
Max Green Setting (Gmax), s		46.2	5.1	24.0	5.1	* 18		* 25				
Max Q Clear Time (g_c+I1), s		8.6	2.7	4.3	3.7	17.9		2.3				
Green Ext Time (p_c), s		3.7	0.0	0.3	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

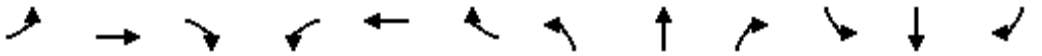
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	519	82	50	536	94	34
Future Volume (veh/h)	519	82	50	536	94	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	89	54	583	119	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	764	648	85	1106	180	160
Arrive On Green	0.41	0.41	0.05	0.59	0.10	0.10
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	564	89	54	583	119	43
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	8.3	1.1	1.0	6.0	2.1	0.8
Cycle Q Clear(g_c), s	8.3	1.1	1.0	6.0	2.1	0.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	764	648	85	1106	180	160
V/C Ratio(X)	0.74	0.14	0.64	0.53	0.66	0.27
Avail Cap(c_a), veh/h	2451	2077	279	2991	986	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.1	6.0	15.2	3.9	14.1	13.5
Incr Delay (d2), s/veh	0.9	0.1	3.0	0.2	1.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.2	0.4	0.5	0.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.0	6.1	18.2	4.1	15.6	13.8
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	653			637	162	
Approach Delay, s/veh	8.6			5.3	15.2	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.9	18.4				24.3	8.2
Change Period (Y+Rc), s	4.4	* 5.1				5.1	4.9
Max Green Setting (Gmax), s	5.1	* 43				52.0	18.0
Max Q Clear Time (g_c+I1), s	3.0	10.3				8.0	4.1
Green Ext Time (p_c), s	0.0	3.0				2.7	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



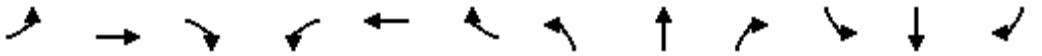
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	561	3	0	619	35	2	0	17	16	1	28
Future Volume (veh/h)	68	561	3	0	619	35	2	0	17	16	1	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	610	3	0	666	38	3	0	25	21	1	36
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.67	0.67	0.67	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	99	1254	6	0	956	810	107	3	107	276	9	121
Arrive On Green	0.06	0.67	0.67	0.00	0.51	0.51	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	1860	9	0	1870	1585	123	45	1404	1365	122	1585
Grp Volume(v), veh/h	74	0	613	0	666	38	28	0	0	22	0	36
Grp Sat Flow(s),veh/h/ln	1781	0	1869	0	1870	1585	1573	0	0	1487	0	1585
Q Serve(g_s), s	1.7	0.0	6.5	0.0	11.1	0.5	0.0	0.0	0.0	0.0	0.0	0.9
Cycle Q Clear(g_c), s	1.7	0.0	6.5	0.0	11.1	0.5	0.7	0.0	0.0	0.5	0.0	0.9
Prop In Lane	1.00		0.00	0.00		1.00	0.11		0.89	0.95		1.00
Lane Grp Cap(c), veh/h	99	0	1260	0	956	810	217	0	0	286	0	121
V/C Ratio(X)	0.75	0.00	0.49	0.00	0.70	0.05	0.13	0.00	0.00	0.08	0.00	0.30
Avail Cap(c_a), veh/h	331	0	2272	0	1725	1462	1246	0	0	1211	0	1167
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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	3.2	0.0	7.6	5.0	17.7	0.0	0.0	17.7	0.0	17.8
Incr Delay (d2), s/veh	4.2	0.0	0.2	0.0	1.5	0.0	0.1	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	0.0	2.9	0.1	0.2	0.0	0.0	0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	3.4	0.0	9.1	5.0	17.8	0.0	0.0	17.7	0.0	18.4
LnGrp LOS	C	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		687			704			28			58	
Approach Delay, s/veh		5.6			8.9			17.8			18.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.9		8.0	6.7	26.2		8.0				
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s		49.7		30.1	7.6	37.7		30.1				
Max Q Clear Time (g_c+I1), s		8.5		2.9	3.7	13.1		2.7				
Green Ext Time (p_c), s		3.4		0.1	0.0	7.8		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		7.9	
HCM 6th LOS		A	

Notes

User approved pedestrian interval to be less than phase max green.



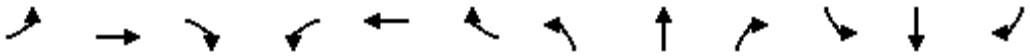
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	256	96	217	210	108	121	391	181	212	673	180
Future Volume (veh/h)	136	256	96	217	210	108	121	391	181	212	673	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1870	2116	1870	1870	2116	1870
Adj Flow Rate, veh/h	143	269	101	249	241	124	132	425	197	238	756	202
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	296	251	266	328	297	137	781	308	814	2340	922
Arrive On Green	0.05	0.16	0.16	0.08	0.19	0.19	0.08	0.19	0.19	0.46	0.58	0.58
Sat Flow, veh/h	3456	1870	1585	3456	1751	1585	1781	4021	1585	1781	4021	1585
Grp Volume(v), veh/h	143	269	101	249	241	124	132	425	197	238	756	202
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1751	1585	1781	2011	1585	1781	2011	1585
Q Serve(g_s), s	7.8	26.9	9.2	13.6	24.6	4.8	14.0	18.1	21.7	15.9	18.4	11.6
Cycle Q Clear(g_c), s	7.8	26.9	9.2	13.6	24.6	4.8	14.0	18.1	21.7	15.9	18.4	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	296	251	266	328	297	137	781	308	814	2340	922
V/C Ratio(X)	0.80	0.91	0.40	0.94	0.73	0.42	0.96	0.54	0.64	0.29	0.32	0.22
Avail Cap(c_a), veh/h	211	402	340	266	404	365	137	1175	463	814	2340	922
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)	0.85	0.85	0.85	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.1	78.7	51.8	87.2	72.7	9.3	87.4	69.0	70.4	32.4	20.4	19.0
Incr Delay (d2), s/veh	12.4	16.0	0.5	34.2	5.2	1.0	65.4	0.6	2.1	0.1	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	14.4	3.8	7.4	11.6	5.1	8.9	9.3	9.0	6.9	8.7	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.5	94.7	52.4	121.4	77.9	10.3	152.9	69.5	72.6	32.4	20.8	19.6
LnGrp LOS	F	F	D	F	E	B	F	E	E	C	C	B
Approach Vol, veh/h		513			614			754			1196	
Approach Delay, s/veh		88.2			81.9			84.9			22.9	
Approach LOS		F			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	92.2	42.8	19.8	35.2	19.0	116.0	14.2	40.8
Change Period (Y+Rc), s	5.4	* 5.9	5.2	* 5.2	4.4	5.4	4.4	5.2
Max Green Setting (Gmax), s	59.2	* 56	14.6	* 41	14.6	100.6	11.6	43.8
Max Q Clear Time (g_c+I1), s	17.9	23.7	15.6	28.9	16.0	20.4	9.8	26.6
Green Ext Time (p_c), s	0.3	3.2	0.0	1.2	0.0	8.2	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	60.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



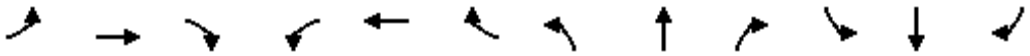
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	467	26	72	427	41	20	6	76	40	15	11
Future Volume (veh/h)	13	467	26	72	427	41	20	6	76	40	15	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	508	28	77	459	44	22	7	84	44	17	12
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	809	45	104	943	799	138	20	133	248	58	30
Arrive On Green	0.01	0.46	0.46	0.06	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	1756	97	1781	1870	1585	236	176	1194	875	517	274
Grp Volume(v), veh/h	14	0	536	77	459	44	113	0	0	73	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1853	1781	1870	1585	1606	0	0	1666	0	0
Q Serve(g_s), s	0.3	0.0	8.4	1.6	6.2	0.5	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	8.4	1.6	6.2	0.5	2.5	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.19		0.74	0.60		0.16
Lane Grp Cap(c), veh/h	26	0	853	104	943	799	291	0	0	336	0	0
V/C Ratio(X)	0.54	0.00	0.63	0.74	0.49	0.06	0.39	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	283	0	2128	306	2173	1841	1539	0	0	1500	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.8	0.0	7.9	17.8	6.2	4.8	16.3	0.0	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	6.5	0.0	1.4	3.8	0.6	0.0	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.7	0.7	1.8	0.1	0.8	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	9.2	21.6	6.9	4.9	16.6	0.0	0.0	15.9	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		550			580			113			73	
Approach Delay, s/veh		9.6			8.7			16.6			15.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	22.6		9.2	5.0	24.3		9.2				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	6.6	44.1		35.1	6.1	44.6		35.1				
Max Q Clear Time (g_c+I1), s	3.6	10.4		3.4	2.3	8.2		4.5				
Green Ext Time (p_c), s	0.0	7.2		0.2	0.0	6.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		10.2
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	363	10	44	445	73	5	0	0	59	0	22
Future Volume (veh/h)	67	363	10	44	445	73	5	0	0	59	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	395	11	48	484	79	20	0	0	63	0	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.25	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	791	22	76	661	108	387	0	0	294	7	48
Arrive On Green	0.06	0.44	0.44	0.04	0.42	0.42	0.12	0.00	0.00	0.12	0.00	0.12
Sat Flow, veh/h	1781	1811	50	1781	1568	256	1567	0	0	1017	61	411
Grp Volume(v), veh/h	73	0	406	48	0	563	20	0	0	87	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1861	1781	0	1824	1567	0	0	1488	0	0
Q Serve(g_s), s	1.4	0.0	5.6	0.9	0.0	9.2	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	5.6	0.9	0.0	9.2	0.4	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.14	1.00		0.00	0.72		0.28
Lane Grp Cap(c), veh/h	103	0	813	76	0	768	387	0	0	350	0	0
V/C Ratio(X)	0.71	0.00	0.50	0.63	0.00	0.73	0.05	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	307	0	2186	352	0	2194	1286	0	0	1296	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.4	0.0	7.2	16.7	0.0	8.6	14.0	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.3	3.2	0.0	1.1	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.6	0.4	0.0	2.7	0.1	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	7.5	19.9	0.0	9.7	14.0	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		479			611			20			87	
Approach Delay, s/veh		9.4			10.5			14.0			14.7	
Approach LOS		A			B			B			B	

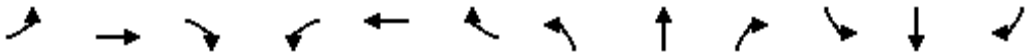
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	20.5		9.1	6.4	19.9		9.1				
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9				
Max Green Setting (Gmax), s	7.0	41.6		27.1	6.1	* 43		27.1				
Max Q Clear Time (g_c+I1), s	2.9	7.6		3.9	3.4	11.2		2.4				
Green Ext Time (p_c), s	0.0	2.2		0.3	0.0	3.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		10.4
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

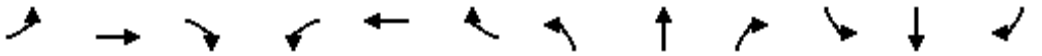
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	276	82	52	347	28	50	14	29	15	25	13
Future Volume (veh/h)	40	276	82	52	347	28	50	14	29	15	25	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	300	89	57	377	30	60	17	35	18	30	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	508	151	90	645	51	278	27	55	198	99	48
Arrive On Green	0.04	0.37	0.37	0.05	0.38	0.38	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	1385	411	1781	1710	136	850	241	496	407	901	436
Grp Volume(v), veh/h	43	0	389	57	0	407	112	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1846	1586	0	0	1743	0	0
Q Serve(g_s), s	0.7	0.0	5.3	0.9	0.0	5.3	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	5.3	0.9	0.0	5.3	1.9	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.07	0.54		0.31	0.28		0.25
Lane Grp Cap(c), veh/h	72	0	659	90	0	696	359	0	0	346	0	0
V/C Ratio(X)	0.60	0.00	0.59	0.63	0.00	0.58	0.31	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	302	0	2667	308	0	2747	1482	0	0	1571	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	7.7	14.0	0.0	7.5	12.7	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	1.1	2.8	0.0	0.8	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.5	0.4	0.0	1.5	0.6	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	8.8	16.7	0.0	8.3	12.9	0.0	0.0	12.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		432			464			112			64	
Approach Delay, s/veh		9.6			9.3			12.9			12.4	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	15.9		8.2	5.6	16.2		8.2				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	44.6		26.0	5.1	44.7		26.0				
Max Q Clear Time (g_c+I1), s	2.9	7.3		3.0	2.7	7.3		3.9				
Green Ext Time (p_c), s	0.0	3.8		0.2	0.0	3.1		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		10.0	
HCM 6th LOS		B	



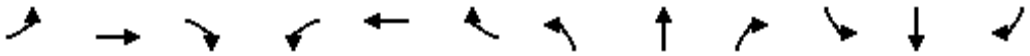
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	237	47	40	311	128	46	5	18	117	14	128
Future Volume (veh/h)	98	237	47	40	311	128	46	5	18	117	14	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	258	51	43	338	139	55	6	21	124	15	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	642	127	69	486	200	241	42	42	412	31	253
Arrive On Green	0.08	0.42	0.42	0.04	0.39	0.39	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1517	300	1781	1259	518	503	265	264	1444	197	1585
Grp Volume(v), veh/h	107	0	309	43	0	477	82	0	0	139	0	136
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	0	1777	1032	0	0	1641	0	1585
Q Serve(g_s), s	2.2	0.0	4.4	0.9	0.0	8.4	0.9	0.0	0.0	0.0	0.0	3.0
Cycle Q Clear(g_c), s	2.2	0.0	4.4	0.9	0.0	8.4	3.5	0.0	0.0	2.6	0.0	3.0
Prop In Lane	1.00		0.17	1.00		0.29	0.67		0.26	0.89		1.00
Lane Grp Cap(c), veh/h	135	0	769	69	0	686	325	0	0	443	0	253
V/C Ratio(X)	0.79	0.00	0.40	0.63	0.00	0.70	0.25	0.00	0.00	0.31	0.00	0.54
Avail Cap(c_a), veh/h	242	0	2152	257	0	2119	1044	0	0	1204	0	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	7.5	17.8	0.0	9.7	14.5	0.0	0.0	14.4	0.0	14.5
Incr Delay (d2), s/veh	3.9	0.0	0.4	3.5	0.0	1.4	0.1	0.0	0.0	0.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.3	0.4	0.0	2.7	0.6	0.0	0.0	0.9	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	7.9	21.2	0.0	11.1	14.7	0.0	0.0	14.8	0.0	16.3
LnGrp LOS	C	A	A	C	A	B	B	A	A	B	A	B
Approach Vol, veh/h		416			520			82			275	
Approach Delay, s/veh		11.3			11.9			14.7			15.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	20.8		10.9	7.2	19.4		10.9				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.4	44.4		26.0	5.1	44.7		26.0				
Max Q Clear Time (g_c+I1), s	2.9	6.4		5.0	4.2	10.4		5.5				
Green Ext Time (p_c), s	0.0	2.4		1.2	0.0	4.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		12.6	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	100	68	278	162	8	81	87	295	6	33	8
Future Volume (veh/h)	11	100	68	278	162	8	81	87	295	6	33	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	109	74	302	176	9	85	92	311	7	36	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	241	204	384	620	525	491	407	345	383	618	149
Arrive On Green	0.01	0.13	0.13	0.22	0.33	0.33	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1361	1870	1585	982	2841	684
Grp Volume(v), veh/h	12	109	74	302	176	9	85	92	311	7	22	23
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1361	1870	1585	982	1777	1747
Q Serve(g_s), s	0.2	1.9	1.5	5.5	2.4	0.1	1.8	1.4	6.6	0.2	0.3	0.4
Cycle Q Clear(g_c), s	0.2	1.9	1.5	5.5	2.4	0.1	2.2	1.4	6.6	1.6	0.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	22	241	204	384	620	525	491	407	345	383	387	380
V/C Ratio(X)	0.53	0.45	0.36	0.79	0.28	0.02	0.17	0.23	0.90	0.02	0.06	0.06
Avail Cap(c_a), veh/h	300	532	451	910	1173	994	491	407	345	392	402	396
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	16.9	13.9	13.7	12.8	8.5	7.7	11.5	11.1	13.1	11.7	10.7	10.7
Incr Delay (d2), s/veh	7.2	2.3	1.9	1.4	0.5	0.0	0.3	0.5	26.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.5	1.8	0.8	0.0	0.4	0.4	3.9	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	16.2	15.6	14.1	9.0	7.8	11.8	11.6	39.4	11.8	10.7	10.7
LnGrp LOS	C	B	B	B	A	A	B	B	D	B	B	B
Approach Vol, veh/h		195			487			488			52	
Approach Delay, s/veh		16.4			12.2			29.4			10.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	9.3		13.3	4.8	16.3		13.3				
Change Period (Y+Rc), s	4.4	4.9		* 5.8	4.4	4.9		5.8				
Max Green Setting (Gmax), s	17.6	9.8		* 7.8	5.8	21.6		7.5				
Max Q Clear Time (g_c+I1), s	7.5	3.9		3.6	2.2	4.4		8.6				
Green Ext Time (p_c), s	0.3	0.6		0.0	0.0	1.6		0.0				

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

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	0	100	2	27	1	22	48	26	26	0
Future Vol, veh/h	0	3	0	100	2	27	1	22	48	26	26	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	0	109	2	29	1	24	52	28	28	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.5	8.6	7.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	1%	0%	100%	0%	50%
Vol Thru, %	31%	100%	0%	7%	50%
Vol Right, %	68%	0%	0%	93%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	3	100	29	52
LT Vol	1	0	100	0	26
Through Vol	22	3	0	2	26
RT Vol	48	0	0	27	0
Lane Flow Rate	77	3	109	32	57
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.085	0.004	0.159	0.036	0.07
Departure Headway (Hd)	3.966	4.496	5.269	4.115	4.484
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	908	799	676	861	803
Service Time	1.968	2.506	3.039	1.884	2.486
HCM Lane V/C Ratio	0.085	0.004	0.161	0.037	0.071
HCM Control Delay	7.3	7.5	9	7	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0	0.6	0.1	0.2

Appendix D

Synchro Arterial Reports

Arterial Level of Service: EB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Regents Road (S)	III	30	9.1	18.9	28.0	0.06	7.5	F
Scripps Street	III	25	19.4	10.1	29.5	0.09	10.7	E
Stadium Street	III	25	25.0	13.3	38.3	0.11	10.7	E
Mercer Street	III	25	36.8	7.9	44.7	0.22	18.0	D
Radcliffe Drive	III	25	43.9	18.3	62.2	0.29	16.6	D
Genesee Ave	III	25	19.1	26.3	45.4	0.09	6.9	F
Edmonton Avenue	III	35	22.6	5.5	28.1	0.19	24.2	B
Agee Street	III	35	10.6	8.5	19.1	0.08	14.7	D
Gullstrand Street	III	35	57.2	11.3	68.5	0.56	29.2	B
Greenwich Drive	III	35	41.3	10.3	51.6	0.34	24.0	B
Total	III		285.0	130.4	415.4	2.02	17.5	D

Arterial Level of Service: WB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Greenwich Drive	III	35	10.0	2.9	12.9	0.07	19.3	C
Gullstrand Street	III	35	41.3	16.1	57.4	0.34	21.6	C
Agee Street	III	35	57.2	4.9	62.1	0.56	32.3	A
Edmonton Avenue	III	35	10.6	15.4	26.0	0.08	10.8	E
Genesee Ave	III	35	22.6	26.5	49.1	0.19	13.8	E
Radcliffe Drive	III	25	19.1	11.2	30.3	0.09	10.3	E
Mercer Street	III	25	43.9	5.0	48.9	0.29	21.1	C
Stadium Street	III	25	36.8	7.8	44.6	0.22	18.0	D
Scripps Street	III	25	25.0	12.3	37.3	0.11	11.0	E
Regents Road (S)	III	30	12.4	8.6	21.0	0.09	15.1	D
Total	III		278.9	110.7	389.6	2.04	18.8	C

Arterial Level of Service: EB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Stresemann Street	11	5.0	10.5	0.0	16
Regents Road (S)	10	12.9	33.6	0.4	39
Total		17.9	44.1	0.4	34

Arterial Level of Service: WB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Regents Road (S)	10	6.0	16.5	0.1	19
Stresemann Street	11	2.1	24.7	0.4	53
Total		8.1	41.2	0.5	39

Arterial Level of Service: EB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Regents Road (S)	III	30	11.0	22.1	33.1	0.07	7.7	F
Scripps Street	III	25	19.4	13.2	32.6	0.09	9.7	F
Stadium Street	III	25	25.0	20.4	45.4	0.11	9.0	F
Mercer Street	III	25	36.8	8.2	45.0	0.22	17.8	D
Radcliffe Drive	III	25	44.0	24.6	68.6	0.29	15.1	D
Genesee Ave	III	25	19.1	26.3	45.4	0.09	6.9	F
Edmonton Avenue	III	35	22.6	5.5	28.1	0.19	24.2	B
Agee Street	III	35	10.6	8.5	19.1	0.08	14.7	D
Gullstrand Street	III	35	57.2	11.3	68.5	0.56	29.2	B
Greenwich Drive	III	35	41.3	10.3	51.6	0.34	24.0	B
Total	III		287.0	150.4	437.4	2.04	16.8	D

Arterial Level of Service: WB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Greenwich Drive	III	35	10.0	2.9	12.9	0.07	19.3	C
Gullstrand Street	III	35	41.3	16.1	57.4	0.34	21.6	C
Agee Street	III	35	57.2	4.9	62.1	0.56	32.3	A
Edmonton Avenue	III	35	10.6	15.4	26.0	0.08	10.8	E
Genesee Ave	III	35	22.6	26.5	49.1	0.19	13.8	E
Radcliffe Drive	III	25	19.1	10.8	29.9	0.09	10.5	E
Mercer Street	III	25	44.0	15.7	59.7	0.29	17.3	D
Stadium Street	III	25	36.8	9.0	45.8	0.22	17.5	D
Scripps Street	III	25	25.0	17.3	42.3	0.11	9.7	F
Regents Road (S)	III	30	12.4	9.3	21.7	0.09	14.6	D
Total	III		279.0	127.9	406.9	2.04	18.0	C

Arterial Level of Service: EB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Stresemann Street	11	-	-	0.1	-
Regents Road (S)	10	13.1	35.9	0.4	37
Total		13.1	35.9	0.4	43

Arterial Level of Service: WB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Regents Road (S)	10	3.9	14.1	0.1	22
Streseman Street	11	0.9	24.2	0.4	55
Total		4.8	38.3	0.5	43

Arterial Level of Service: EB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Regents Road (S)	III	30	11.1	22.2	33.3	0.07	7.7	F
Scripps Street	III	25	19.4	13.2	32.6	0.09	9.7	F
Stadium Street	III	25	25.0	20.4	45.4	0.11	9.0	F
Mercer Street	III	25	36.8	8.2	45.0	0.22	17.8	D
Radcliffe Drive	III	25	44.0	23.9	67.9	0.29	15.3	D
Genesee Ave	III	25	19.1	34.8	53.9	0.09	5.8	F
Edmonton Avenue	III	35	22.6	7.4	30.0	0.19	22.6	C
Agee Street	III	35	10.6	11.5	22.1	0.08	12.7	E
Gullstrand Street	III	35	57.2	11.6	68.8	0.56	29.1	B
Greenwich Drive	III	35	40.7	11.5	52.2	0.34	23.4	C
Total	III		286.5	164.7	451.2	2.03	16.2	D

Arterial Level of Service: WB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Greenwich Drive	III	35	10.0	9.7	19.7	0.07	12.6	E
Gullstrand Street	III	35	40.7	15.6	56.3	0.34	21.7	C
Agee Street	III	35	57.2	6.8	64.0	0.56	31.3	A
Edmonton Avenue	III	35	10.6	20.4	31.0	0.08	9.1	F
Genesee Ave	III	35	22.6	34.7	57.3	0.19	11.9	E
Radcliffe Drive	III	25	19.1	14.1	33.2	0.09	9.4	F
Mercer Street	III	25	44.0	15.7	59.7	0.29	17.3	D
Stadium Street	III	25	36.8	9.0	45.8	0.22	17.5	D
Scripps Street	III	25	25.0	17.3	42.3	0.11	9.7	F
Regents Road (S)	III	30	12.4	9.4	21.8	0.09	14.5	D
Total	III		278.4	152.7	431.1	2.03	17.0	D

Arterial Level of Service: EB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Stresemann Street	11	-	-	0.1	-
Regents Road (S)	10	13.1	35.9	0.4	37
Total		13.1	35.9	0.4	43

Arterial Level of Service: WB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Regents Road (S)	10	3.9	14.1	0.1	22
Streseman Street	11	0.9	24.2	0.4	55
Total		4.8	38.3	0.5	43

Arterial Level of Service: EB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Regents Road (S)	III	30	10.0	18.0	28.0	0.06	8.3	F
Scripps Street	III	25	19.2	8.8	28.0	0.09	11.2	E
Stadium Street	III	25	24.6	7.1	31.7	0.11	12.7	E
Mercer Street	III	25	36.4	8.3	44.7	0.22	17.8	D
Radcliffe Drive	III	25	44.6	10.0	54.6	0.29	19.2	C
Genesee Ave	III	25	17.7	74.7	92.4	0.08	3.1	F
Edmonton Avenue	III	35	22.5	2.9	25.4	0.19	26.6	B
Agee Street	III	35	10.4	8.5	18.9	0.08	14.7	D
Gullstrand Street	III	35	57.6	7.6	65.2	0.56	30.9	A
Greenwich Drive	III	35	40.9	8.0	48.9	0.34	25.1	B
Total	III		283.9	153.9	437.8	2.02	16.6	D

Arterial Level of Service: WB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Greenwich Drive	III	35	10.0	5.9	15.9	0.07	15.6	D
Gullstrand Street	III	35	40.9	11.9	52.8	0.34	23.2	C
Agee Street	III	35	57.6	5.1	62.7	0.56	32.2	A
Edmonton Avenue	III	35	10.4	8.2	18.6	0.08	14.9	D
Genesee Ave	III	35	22.5	66.5	89.0	0.19	7.6	F
Radcliffe Drive	III	25	17.7	5.5	23.2	0.08	12.5	E
Mercer Street	III	25	44.6	10.0	54.6	0.29	19.2	C
Stadium Street	III	25	36.4	7.9	44.3	0.22	17.9	D
Scripps Street	III	25	24.6	11.2	35.8	0.11	11.3	E
Regents Road (S)	III	30	12.3	8.1	20.4	0.09	15.4	D
Total	III		277.0	140.3	417.3	2.03	17.5	D

Arterial Level of Service: EB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Stresemann Street	11	5.1	9.5	0.0	15
Regents Road (S)	10	17.7	37.9	0.4	36
Total		22.8	47.4	0.4	32

Arterial Level of Service: WB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Regents Road (S)	10	6.2	17.0	0.1	19
Stresemann Street	11	0.9	23.0	0.4	58
Total		7.0	39.9	0.5	41

Arterial Level of Service: EB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Regents Road (S)	III	30	10.7	19.7	30.4	0.08	8.9	F
Scripps Street	III	25	19.2	10.0	29.2	0.09	10.8	E
Stadium Street	III	25	24.6	11.0	35.6	0.11	11.3	E
Mercer Street	III	25	36.4	9.3	45.7	0.22	17.4	D
Radcliffe Drive	III	25	44.7	12.2	56.9	0.29	18.5	C
Genesee Ave	III	25	17.7	74.7	92.4	0.08	3.1	F
Edmonton Avenue	III	35	22.5	2.9	25.4	0.19	26.6	B
Agee Street	III	35	10.4	8.5	18.9	0.08	14.7	D
Gullstrand Street	III	35	57.6	7.6	65.2	0.56	30.9	A
Greenwich Drive	III	35	40.9	8.0	48.9	0.34	25.1	B
Total	III		284.7	163.9	448.6	2.03	16.3	D

Arterial Level of Service: WB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Greenwich Drive	III	35	10.0	5.9	15.9	0.07	15.6	D
Gullstrand Street	III	35	40.9	11.9	52.8	0.34	23.2	C
Agee Street	III	35	57.6	5.1	62.7	0.56	32.2	A
Edmonton Avenue	III	35	10.4	8.2	18.6	0.08	14.9	D
Genesee Ave	III	35	22.5	66.5	89.0	0.19	7.6	F
Radcliffe Drive	III	25	17.7	4.9	22.6	0.08	12.8	E
Mercer Street	III	25	44.7	13.7	58.4	0.29	18.0	C
Stadium Street	III	25	36.4	10.0	46.4	0.22	17.1	D
Scripps Street	III	25	24.6	18.0	42.6	0.11	9.5	F
Regents Road (S)	III	30	12.3	8.9	21.2	0.09	14.9	D
Total	III		277.1	153.1	430.2	2.03	17.0	D

Arterial Level of Service: EB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Stresemann Street	11	5.5	10.8	0.0	17
Regents Road (S)	10	13.3	37.7	0.4	36
Total		18.9	48.5	0.4	31

Arterial Level of Service: WB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Regents Road (S)	10	2.9	13.6	0.1	23
Stresemann Street	11	1.9	26.9	0.4	50
Total		4.9	40.5	0.5	41

Arterial Level of Service: EB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Regents Road (S)	III	30	10.7	19.7	30.4	0.08	8.9	F
Scripps Street	III	25	19.2	10.0	29.2	0.09	10.8	E
Stadium Street	III	25	24.6	11.0	35.6	0.11	11.3	E
Mercer Street	III	25	36.4	9.3	45.7	0.22	17.4	D
Radcliffe Drive	III	25	44.5	12.2	56.7	0.29	18.5	C
Genesee Ave	III	25	17.7	92.8	110.5	0.08	2.6	F
Edmonton Avenue	III	35	22.6	3.6	26.2	0.19	25.9	B
Agee Street	III	35	10.4	12.0	22.4	0.08	12.4	E
Gullstrand Street	III	35	57.6	9.2	66.8	0.56	30.2	A
Greenwich Drive	III	35	41.2	21.7	62.9	0.34	19.6	C
Total	III		284.9	201.5	486.4	2.04	15.1	D

Arterial Level of Service: WB Governor Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Greenwich Drive	III	35	10.0	16.0	26.0	0.07	9.5	F
Gullstrand Street	III	35	41.2	24.1	65.3	0.34	18.9	C
Agee Street	III	35	57.6	6.4	64.0	0.56	31.5	A
Edmonton Avenue	III	35	10.4	10.8	21.2	0.08	13.1	E
Genesee Ave	III	35	22.6	74.7	97.3	0.19	7.0	F
Radcliffe Drive	III	25	17.7	6.6	24.3	0.08	11.9	E
Mercer Street	III	25	44.5	13.7	58.2	0.29	18.0	D
Stadium Street	III	25	36.4	10.0	46.4	0.22	17.1	D
Scripps Street	III	25	24.6	18.0	42.6	0.11	9.5	F
Regents Road (S)	III	30	12.3	8.9	21.2	0.09	14.9	D
Total	III		277.3	189.2	466.5	2.03	15.7	D

Arterial Level of Service: EB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Stresemann Street	11	5.5	10.8	0.0	17
Regents Road (S)	10	13.3	37.7	0.4	36
Total		18.9	48.5	0.4	31

Arterial Level of Service: WB Governor Drive

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Regents Road (S)	10	2.9	13.6	0.1	23
Stresemann Street	11	1.9	26.9	0.4	50
Total		4.9	40.5	0.5	41

Appendix E

Signal Timing Sheets

City of San Diego

Q-FREE MAXTIME TRAFFIC SIGNAL TIMING SHEET

Administration > Unit Information

MM > 3. Administration > 1. Unit Information > 1. Unit Information

Controller ID	Main Street	Side Street	Agency
0	Governor Dr	Agee St	City of San Diego

Database Description

Governor Dr @ Agee St

Administration > Version Information

MM > 3. Administration > 1. Unit Information > 1. Unit Information

Module	Version	Make	Model
1	2.14.0	Q-Free	MaxTime
2	Buildroot 2015.05.153	Q-Free	Linux

Administration > Communication Settings

MM > 3. Administration > 2. Communication

1. Ethernet

Adapter	IP Address	Subnet Mask	Gateway	ARP Request	DHCP Mode
1	10.16.37.1	255.255.255.0	10.16.37.254	Disable	Static
2	10.20.70.51	255.255.255.0	0.0.0.0	Disable	Static

7. Web Settings

HTTP Port
80

8. DHCP Settings

DHCP Server Address	Subnet Mask	Start	End
192.168.0.1	255.255.255.0	192.168.0.200	192.168.0.254

9. More > 1. MaxView Server IP

Protocol	IP Address
HTTP	

Administration > Communication Settings > Advanced Settings

MM > 3. Administration > 2. Communication > 3. NTCIP Settings

Admin Community Name	UDP Port	TCP Port	NTCIP Enable
Administrator	161	0	Enable

MM > 3. Administration > 2. Communication > 9. More

2. EDI SMU Server

Server IP	Port
	0

3. Metro CSP

Address Code	City Code	Headway	Server Address	Server Port
0	0	0		0

Administration > Communication Settings > Serial Settings

MM > 3. Administration > 2. Communication > 2. Serial Settings

Port	Description	Function	Drop Address	Baud	Data Bits	Stop Bits	Parity	Flow	CTS Delay	RTS Ext	Suppress Echo
1	Port 2/C21S	None	1	9600	8	1	None	None	0	0	Off
2	Aux_P3/C22S	None	1	9600	8	1	None	None	0	0	Off
3	SDLC Port 1	None	1	9600	8	1	None	None	0	0	Off
4	Com A/C50S	None	1	9600	8	1	None	None	0	0	Off
5	FIO	None	1	9600	8	1	None	None	0	0	Off
6	DISPLAY/C60M	None	1	9600	8	1	None	None	0	0	Off
7	SP7	None	1	9600	8	1	None	None	0	0	Off
8	SP8/Com B	None	1	9600	8	1	None	None	0	0	Off
9	NEMA X3 Port 2	None	1	9600	8	1	None	None	0	0	Off
10	NEMA X3 Aux	None	1	9600	8	1	None	None	0	0	Off

Administration > Date & Time Settings > Date & Time Settings

MM > 3. Administration > 3. Date & Time

2. Time Zone & DST

Time Zone	Daylight Saving
GMT-8 PST	Enable USDST

Custom DST Settings

Begin Month	Begin Sunday Week	End Month	End Sunday Week
March	2	November	1

3. Time Source

Time Source Control
Linesync

5. NTP Settings

NTP Server Address
10.20.3.193

6. Adv Time Settings

Clock Input

Reset Hour	Reset Minute
2	0

Sync Reference Time

Ref Hour	Ref Minute	Ref Second	Disable NTCIP Time Sync
0	0	0	No

Administration > Event Recorder Settings

MM > 3. Administration > 6. Event Recorder

1. System Events

Log Enabled	Log Storage	Size Limit (days)
Enabled	None	1

2. Sensor Data

TSS Log Enabled	Log Storage	Size Limit (days)
Enabled	None	1

Unit

MM > 2. Controller > 1. Unit

Startup Flash	1	Backup Time	600	All Red Exit	0	Free Seq	1	Grn Flash Frq	60	Preempt lockout	0
Start Clr Hold	0	Red Revert	5.0	Flsh thru CVM	Disable	MCE Enable	Enable	Yel Flash Frq	60		
Start Yellow O/R	0.0	Master by TOD	Disable	Flsh Sns Red	Disable	MCE Sequence	1				
Start Red O/R	0.0			Flsh Sns Dark	Disable	Auto Ped Clr	Enable				

Free Plans

Phase Plan	1	OL Plan	1	V Det Plan	1	V Det Opt Plan	1	Ped Det Plan	1
Ped Det Opt Plan	1	Pri/Pre Det Plan	1	3 ph Diamond		4 ph Diamond		Sep Diamond	

Phase Configuration > Phase Timing Plans

MM > 2. Controller > 2. Phase > 1. Phase Times

Phase Timing - Plan 1

Phase	1	2	3	4	5	6	7	8
Description	WB Left	EB Thru	WBLT	NB Thru	NBLT	WB Thru	EBLT	WB Thru
Enable	X	X		X		X		
Walk	0	7	0	7	0	0	0	0
Ped Clear	0	11	0	20	0	0	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	4	10	0	4	0	10	0	0
Min Green 2	0	0	0	0	0	0	0	0
Passage	2.0	3.1	0.0	2.0	0.0	2.4	0.0	0.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	30	60	0	30	0	60	0	0
Max 2	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0
Yellow Change	3.4	4.0	0.0	3.9	0.0	4.1	0.0	0.0
Red Clear	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	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
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	29	0	0	0	29	0	0

Phase Configuration > Phase Option Plans

MM > 2. Controller > 2. Phase > 2. Phase Options

Phase Options - Plan 1

Phase	1	2	3	4	5	6	7	8
Enable	X	X		X		X		
Auto Flash Ent.		X				X		
Auto Flash Exit				X				X
Non Actuated I								
Non Actuated II								
Non Lock Detector	X	X	X	X	X	X	X	X
Min Veh Recall		X				X		
Max Veh Recall								
Ped Recall								
Soft Veh Recall								
Dual Entry								
Disable Sim Gap								
Guaranteed Pass								
Act Rest Walk								
Cond Service								
Add Initial								
Cond Reservice								
Yel Min Override								
No Startup Call								
Adv. Warn Flasher								
No Ped Str Up Call								
Ped Clr OVTG								

Phase Configuration > Phase Timing Plans

MM > 2. Controller > 2. Phase > 1. Phase Times

Phase Timing - Plan 1 (continued)

Phase	1	2	3	4	5	6	7	8
Reduce By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Minimum Gap	2.0	0.2	0.0	2.0	0.0	0.2	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0
Ped Service Limit	0	0	0	0	0	0	0	0
Queue Jump	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Warning Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pri Walk	0	0	0	0	0	0	0	0
Call Phases								
Walk Extension	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0
Waiting Cars Before Svc	0	0	0	0	0	0	0	0

Phase Configuration > Phase Option Plans

MM > 2. Controller > 2. Phase > 2. Phase Options

Phase Options - Plan 1 (continued)

Phase	1	2	3	4	5	6	7	8
Flash Exit Call								
Flash Exit Ped Call								
MinGreen2								
MaxGreen2								
MaxGreen3								
Ped2								
Ped Clear Pre Clear								
Ped NA+ Mode								
Red Rest								
Force Coord Ped Yield								
Ped Recycle								
Countdown								
Simultaneous Start								

Phase Configuration & Start-Up

MM > 2. Controller > 3. Sequence & Phs Config > 2. Phase Startup

Phase	Startup	Ring	Concurrency	Startup Min	Description
1		1	6	0	WB Left
2		1	6	0	EB Thru
3		0		0	WBLT
4		1		0	NB Thru
5		0		0	NBLT
6		2	1,2	0	WB Thru
7		0		0	EBLT
8		0		0	WB Thru

Phase Configuration > Global Phase Recalls

MM > 2. Controller > 2. Phase > 3. Global Phase Recalls

Global Phase Recalls

Phase	1	2	3	4	5	6	7	8
Min Veh Recall		X				X		
Max Veh Recall								
Ped Recall								
Act Rest in Walk								

Sequences

MM > 2. Controller > 3. Sequence & Phs Config > 1. Sequences

Sequence 1

Ring	Sequence
1	1,2,a,4,b
2	6,a,b

Sequence 2

Ring	Sequence
1	2,1,a,3,4,b
2	5,6,a,7,8,b

Sequence 3

Ring	Sequence
1	1,2,a,4,3,b
2	5,6,a,7,8,b

Sequence 4

Ring	Sequence
1	2,1,a,4,3,b
2	5,6,a,7,8,b

Sequence 5

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,7,8,b

Sequence 6

Ring	Sequence
1	2,1,a,3,4,b
2	6,5,a,7,8,b

Sequence 7

Ring	Sequence
1	2,1,a,3,4,b
2	5,6,a,7,8,b

No Served Phase Plans

MM > 2. Controller > 3. Sequence & Phs Config > 3. No Served Phase Plans

Sequence 1		Sequence 2		Sequence 3		Sequence 4		Sequence 5		Sequence 6		Sequence 7	
Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv
1		1		1		1		1		1		1	
2		2		2		2		2		2		2	
3		3		3		3		3		3		3	
4		4		4		4		4		4		4	
5		5		5		5		5		5		5	
6		6		6		6		6		6		6	
7		7		7		7		7		7		7	
8		8		8		8		8		8		8	

Backup Prevention

MM > 2. Controller > 3. Sequence & Phs Config > 4. Backup Prevention

Sequence 1

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 2

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 3

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 4

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 5

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 6

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 7

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Detector Configuration > Vehicle Detectors

MM > 2. Controller > 4. Detector

Vehicle Detector Parameters - Plan 1

Det	Description	Call Ph	Call OL	Call Ped	Switch Phase	Add Call Ph	Add Call OLs	Delay OLs	Delay	Extend	Queue Limit	Ext Hold	No Act	Max Pres	Err Cnt	Fail Time	Fail Recall	Fail Link
1		1	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
2	EB Adv	2	0	0	0				0.0	1.8	0	0.0	0	0	0	0	None	0
3		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
4		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
5		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
6		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
7		3	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
8		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
9		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
10		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
11	NB RT Sneak By	4	0	0	0				10.0	0.0	0	0.0	0	0	0	0	None	0
12		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
13		1	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
14		3	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
15		5	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
16	WB Adv	6	0	0	0				0.0	1.8	0	0.0	0	0	0	0	None	0
17		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
18		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
19		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
20		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
21		7	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
22		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
23		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
24		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
25		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
26		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
27		5	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
28		7	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0

Det Config > Global Det Settings

MM > 2. Controller > 4. Detector > 8. Global

Global Vehicle Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0
Failed Recall	None
Det Reset Enable	Enabled

Global Ped Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0

Global Pri/Pre Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0

Det Config > Vol Occ Data Collect

MM > 2. Controller > 4. Detect > 6. Vol & Occ

# of Seconds	# of Periods
0	1

Detector Configuration > Vehicle Detector Options

MM > 2. Controller > 4. Detector > 2. Veh Det Options

Detector Options

Detector	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
Volume																												
Occupancy																												
Yellow Lock Call																												
Red Lock Call																												
Extend	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X
Added Initial																												
Queue																												
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
Terminate																												
Min Green 2																												
Protected Perm																												
Disable Delay Leading																												
Disable TS2 Diag																												
Disable Detector Diag																												
Passage 2																												
Red Clear Extension																												
OL Add Initial Delay																												
OL Gap Delay																												

Detector Configuration > Pedestrian Detectors

MM > 2. Controller > 4. Detector > 3. Ped Det Plans

Pedestrian Detectors - Plan 1

Det	Call Phs	Call OL	Cancel Phs	Add Call Phs	Add Call OLs	Walk 2 Time	Ped Clr 2 Time	No Act	Max Pres	Err Cnt
1	0	0				0	0	0	0	0
2	2	0				0	0	0	0	0
3	0	0				0	0	0	0	0
4	4	0				0	0	0	0	0
5	0	0				0	0	0	0	0
6	0	0				0	0	0	0	0
7	0	0				0	0	0	0	0
8	0	0				0	0	0	0	0

Detector Configuration > Pedestrian Detector Options

MM > 2. Controller > 4. Detector > 4. Ped Det Option Plans

Pedestrian Detector Options - Plan 1

Detector	1	2	3	4	5	6	7	8
Walk Extension								

Detector Configuration > Pri/Pre Detectors

MM > 2. Controller > 4. Detector > 4. Pri/Pre Detectors Plans

Prioritor & Preempt Detectors - Plan 1

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend	Min On	Pri Delay	Pri Arrival	Pri OL	No Act	Max Pres	Err Cnt
1		None	None	0	0	None	0	0	0	0	0		0	0	0
2		None	None	0	0	None	0	0	0	0	0		0	0	0
3		None	None	0	0	None	0	0	0	0	0		0	0	0
4		None	None	0	0	None	0	0	0	0	0		0	0	0
5		None	None	0	0	None	0	0	0	0	0		0	0	0
6		None	None	0	0	None	0	0	0	0	0		0	0	0
7		None	None	0	0	None	0	0	0	0	0		0	0	0
8		None	None	0	0	None	0	0	0	0	0		0	0	0

Overlap Configuration > Overlaps

MM > 2. Controller > 7. Overlap

Overlap Parameters - Plan 1

Overlap	1 - A	2 - B	3 - C	4 - D	5 - E	6 - F	7 - G	8 - H
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Description								
Type	Normal	Off	Off	Off	Off	Off	Off	Off
Included Phases								
Modifier Phases								
Modifier Overlaps								
Negative Phs								
Trail Green	0	0	0	0	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	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
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phs								
Negative Overlaps								
Trail Green Omit Phs								
Negative Ped Ph.								
Neg Ped Overlaps								
Green Suppress Phs								

Overlap Configuration > Overlaps

MM > 2. Controller > 7. Overlap

Overlaps - Plan 1 (continued)

Overlap	1 - A	2 - B	3 - C	4 - D	5 - E	6 - F	7 - G	8 - H
Call Phs on Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Ext	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Disable Veh Reservice								
No Hold On TrailExit								
Ped Recycle								
Disable Yellow Prot								
Disable Bridging								
LRT Prepare To Go								
Call For Service								
Allow Trail Grn Bridge								
FYA During Red Clear								
Use Ph/Ped Int Overrides								
Queue Jump								
No FYA Ped During Wlk								
Terminate After Call								
FYA Ped No Prot Ret								
Negative Ped Allow								
All Included Start								
Queue Jump Extend								
Disable Sim Gap								

Overlap Configuration > Custom Overlap Rules

MM > 2. Controller > 7. Overlap > 5. Custom Overlap Rules

Rule	Custom Overlap	Included Phase State	Modifier Phase State	Modifier OL State	Negative Phase State	Output	Flash
1	Disable	Any	Any	Any	Any	Not Set	Not Set
2	Disable	Any	Any	Any	Any	Not Set	Not Set
3	Disable	Any	Any	Any	Any	Not Set	Not Set
4	Disable	Any	Any	Any	Any	Not Set	Not Set

Coordination > Coordination Parameters

MM > 2. Controller > 5. Coordination > 1. Coord Parameters

Operational Mode	Manual Free
Coordination Mode	Pattern
Max Mode	
Force Mode	
Correction Mode	

Max Cycle Limit %	15
MinCycle Limit %	15
Max Dwell	0
Transition Cover Peds	

Coordination > Patterns

MM > 2. Controller > 5. Coordination > 2. Patterns

Pattern Parameters

Patt.	Description	Cycle	Offs 1	Seq	Split	Ref Pt	Coord Mode	Force Mode	Max Mode	Trans Cover Peds	Min Perm Mode	Correction Mode	Phs Plan	V Det Plan	V Opts Plan	P Det Plan	P Opts Plan	OL Plan	Pri/Pre Plan
1		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
2		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
3		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
4		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
5		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
6		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
7		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
8		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
9		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
10		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1

Coordination > Ring Offsets

MM > 2. Controller > 5. Coordination > 4. Ring Plans

Ring Plan 1

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 2

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 3

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 4

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Coordination > Patterns > Advanced Options

MM > 2. Controller > 5. Coordination > 5. Advanced Options

Advanced Options

Pattern	1	2	3	4	5	6	7	8	9	10
Ring Plan	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun										
Allow Split Overrun										
Allow No Coord Ph										
Coord Now										

Coordination > Splits

MM > 2. Controller > 5. Coordination > 3. Splits

Split 1

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 2

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Coordination > Splits

MM > 2. Controller > 5. Coordination > 3. Splits

Split 3

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 4

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 5

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 6

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 7

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 8

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Coordination > Splits (9-10)

MM > 2. Controller > 5. Coordination > 3. Splits

Split 9

Ph	Time	Min	Max	Coord Ph	Ref Pt	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Prioritor Force Off Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 10

Ph	Time	Min	Max	Coord Ph	Ref Pt	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Prioritor Force Off Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Scheduler Configuration > Schedules

MM > 2. Controller > 6. Scheduler > 1. Schedules

Schedule 1

Enable	On
Day Plan	1
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 2

Enable	On
Day Plan	2
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 3

Enable	On
Day Plan	3
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 4

Enable	On
Day Plan	4
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Scheduler Configuration > Schedules

MM > 2. Controller > 6. Scheduler > 1. Schedules

Schedule	5
Enable	On
Day Plan	5
Description	

Months of Year

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule	6
Enable	On
Day Plan	6
Description	

Months of Year

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule	7
Enable	On
Day Plan	7
Description	

Months of Year

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Scheduler Configuration > Day Plans

MM > 2. Controller > 6. Scheduler > 2. Day Plans

Day Plan 1

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 2

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 3

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 4

Event	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Scheduler Configuration > Day Plans

MM > 2. Controller > 6. Scheduler > 2. Day Plans

Day Plan 5

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 6

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 7

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 8

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 9

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 10

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 11

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 12

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Scheduler Configuration > Actions

MM > 2. Controller > 6. Scheduler > 3. Actions

Action Parameters

Action	Pattern	Aux1	Aux2	Aux3	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
1	Pattern 1																			
2	Pattern 2																			
3	Pattern 3																			
4	Pattern 4																			
5	Pattern 5																			
6	Pattern 6																			
7	Pattern 7																			
8	Pattern 8																			
9	Pattern 9																			
10	Pattern 10																			
64	None																			

Scheduler Configuration > Actions

MM > 2. Controller > 6. Scheduler > 4. Action Commands

Action Command Parameters

No	Command	Indexes
1	None	
2	None	
3	None	
4	None	
5	None	
6	None	
7	None	
8	None	
9	None	
10	None	
64	None	

Scheduler Configuration > Advanced Options

MM > 2. Controller > 6. Scheduler > 5. Advanced Options

Master Sections By TOD

Action	1	2	3	4	5	6	7	8	9	10	64
Master Section 1											
Master Section 2											
Master Section 3											
Master Section 4											
Master Section 5											
Master Section 6											
Master Section 7											
Master Section 8											
Master Section 9											
Master Section 10											

Queue Responsive By TOD

Action	1	2	3	4	5	6	7	8	9	10	64
Queue Responsive Plan 1											
Queue Responsive Plan 2											
Queue Responsive Plan 3											
Queue Responsive Plan 4											
Queue Responsive Plan 5											
Queue Responsive Plan 6											
Queue Responsive Plan 7											
Queue Responsive Plan 8											
Queue Responsive Plan 9											
Queue Responsive Plan 10											

Preempt Configuration > Preempts

MM > 2. Controller > 8. Preemption

Preempt Configuration

Preempt	1	2	3	4	5	6
Enabled	Disabled	Disabled	Enabled	Disabled	Enabled	Disabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description			Eastbound	Eastbound	Westbound	Westbound
Track Phases						
Track 2 Phases						
Track Overlaps						
Track 2 Overlaps						
Dwell Phases			2	4	1,6	8
Dwell Peds						
Dwell Overlaps						
Cycling Phases						
Cycling Peds						
Cycling Overlaps						
Exit Phases						
Exit Overlaps						
Recovery Exit Omit Phs						
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	4	4	4	4
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	240	240	240	240
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	4.0	3.9	4.1	3.9
Enter Red Clear	25.5	25.5	1.0	1.0	1.0	1.0
Enter Min Walk	0	0	0	0	0	0
Min Ped Clear	255	255	1	1	1	1
Track Green	0	0	0	0	0	0
Max Track Green	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5

Preempt Configuration > Preempt CRC Config

MM > 2. Controller > 8. Preemption > 6. Preempt CRC Cfg

Require Preempt CRC

Disabled

Preempt Configuration > Preempts

MM > 2. Controller > 8. Preemption

Preempt Configuration (continued)

Preempt	1	2	3	4	5	6
Track Extend Gate Down	0	0	0	0	0	0
Dwell Green	0	0	4	4	4	4
Exit Ped Clear	255	255	255	255	255	255
Exit Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Extend time	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Coord	Exit Coord	Exit Coord	Exit Coord
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0
Exit Free Time	0	0	0	0	0	0
Veh Exit Calls						
Ped Exit Calls						
Non Lock Mem						
Not Override Flash						
Not override Next Preempt						
Flash Dwell						
Ped Recycle in Dwell Cycle						
Immediate Ped Clear						
Dwell Only Status Output						
All Red Flash Dwell						
Allow All Overlaps						
Require All Red Entry						
Require Gate Down Track Exit						
Require Gate Up Dwell Exit						
Use Normal On/Off Input						
Track Clear Override						
Aux Function 1						
Aux Function 2						
Aux Function 3						
Special Function 1						
Special Function 2						
Special Function 3						
Special Function 4						
Special Function 5						

Advanced IO > Channels > Channel Configuration

MM > 2. Controller > 9. More > 1. Channels

Channel Configuration

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1		1		X		1
2		2		X		2
3		3		X		3
4		4		X		4
5		5		X		5
6		6		X		6
7		7		X		7
8		8		X		8
9		1				9
10		2				10
11		3				11
12		4				12
13		2				13
14		4				14
15		6				15
16		8				16
17		5				17
18		6				18

Advanced IO > Cabinet Configuration > IO Modules

MM > 2. Controller > 9. More > 2. Advanced IO > 2. IO Modules Port Setting

Advanced Cabinet Options

ITS Cabinet on Port 1	No
ITS Cabinet on Port C13S	No
33X Input Leading Edge Filter	5
33X Input Trailing Edge Filter	5

Advanced TS2 Options

Enable TS2/ATC Stop Time	
Disable TS2/ATC Startup Call	
Disable TS2/ATC Fault Flash	
Disable TS2 Cabinet Alarms	
Disable ATC Cabinet Alarms	

Advanced IO > Cabinet Configuration > IO Modules

MM > 2. Controller > 9. More > 2. Advanced IO

IO Modules

IO Module	Type
1	Caltrans 332
2	None
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None

Alarm Configuration

MM > 2. Controller > 9. More > 3. Alarms

Alarm Configuration

Alarm	Alarm Name
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

Advanced IO > Cabinet Configuration > Input Points

MM > 2. Controller > 9. More > 2. Advanced IO > 3. Input Points

IO Module 1

Inputs - Type 332

Point	Desc.	Control Type	Index
1	C1-39	Veh Det Call	2
2	C1-40	Veh Det Call	16
3	C1-41	Veh Det Call	8
4	C1-42	Veh Det Call	22
5	C1-43	Veh Det Call	3
6	C1-44	Veh Det Call	17
7	C1-45	Veh Det Call	9
8	C1-46	Veh Det Call	23
9	C1-47	Veh Det Call	6
10	C1-48	Veh Det Call	20
11	C1-49	Veh Det Call	12
12	C1-50	Veh Det Call	26
13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	Man Ctrl Enable	1
16	C1-54	Not Active	0
17	C1-55	Veh Det Call	15
18	C1-56	Veh Det Call	1
19	C1-57	Veh Det Call	21
20	C1-58	Veh Det Call	7
21	C1-59	Veh Det Call	27
22	C1-60	Veh Det Call	13
23	C1-61	Veh Det Call	28
24	C1-62	Veh Det Call	14
25	C11-10	Not Active	0
26	C11-11	Not Active	0
27	C11-12	Not Active	0
28	C11-13	Not Active	0
29	C1-63	Veh Det Call	4
30	C1-64	Veh Det Call	18
31	C1-65	Veh Det Call	10
32	C1-66	Veh Det Call	24

Point	Desc.	Control Type	Index
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Preempt Input	3
38	C1-72	Preempt Input	4
39	C1-73	Preempt Input	5
40	C1-74	Preempt Input	6
41	C1-75	Not Active	0
42	C1-76	Veh Det Call	5
43	C1-77	Veh Det Call	19
44	C1-78	Veh Det Call	11
45	C1-79	Veh Det Call	25
46	C1-80	Interval Adv	1
47	C1-81	Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Not Active	0
50	C11-16	Not Active	0
51	C11-17	Not Active	0
52	C11-18	Not Active	0
53	C11-19	Not Active	0
54	C11-20	Not Active	0
55	C11-21	Not Active	0
56	C11-22	Not Active	0
57	C11-23	Not Active	0
58	C11-24	Not Active	0
59	C11-25	Not Active	0
60	C11-26	Not Active	0
61	C11-27	Not Active	0
62	C11-28	Not Active	0
63	C11-29	Not Active	0
64	C11-30	Not Active	0

Advanced IO > Cabinet Configuration > Output Points

MM > 2. Controller > 9. More > 2. Advanced IO > 4. Output Points

IO Module 1

Outputs - Type 332

Point	Desc.	Control Type	Index
1	C1-2	Ch Red DWalk	14
2	C1-3	Chl Green Walk	14
3	C1-4	Ch Red DWalk	4
4	C1-5	Ch Yel Ped Clear	4
5	C1-6	Chl Green Walk	4
6	C1-7	Ch Red DWalk	3
7	C1-8	Ch Yel Ped Clear	3
8	C1-9	Chl Green Walk	3
9	C1-10	Ch Red DWalk	13
10	C1-11	Chl Green Walk	13
11	C1-12	Ch Red DWalk	2
12	C1-13	Ch Yel Ped Clear	2
13	C1-15	Chl Green Walk	2
14	C1-16	Ch Red DWalk	1
15	C1-17	Ch Yel Ped Clear	1
16	C1-18	Chl Green Walk	1
17	C1-19	Ch Red DWalk	16
18	C1-20	Chl Green Walk	16
19	C1-21	Ch Red DWalk	8
20	C1-22	Ch Yel Ped Clear	8
21	C1-23	Chl Green Walk	8
22	C1-24	Ch Red DWalk	7
23	C1-25	Ch Yel Ped Clear	7
24	C1-26	Chl Green Walk	7
25	C1-27	Ch Red DWalk	15
26	C1-28	Chl Green Walk	15
27	C1-29	Ch Red DWalk	6
28	C1-30	Ch Yel Ped Clear	6
29	C1-31	Chl Green Walk	6
30	C1-32	Ch Red DWalk	5
31	C1-33	Ch Yel Ped Clear	5
32	C1-34	Chl Green Walk	5

Point	Desc.	Control Type	Index
33	C1-35	Ch Yel Ped Clear	13
34	C1-36	Ch Yel Ped Clear	15
35	C1-37	Ch Yel Ped Clear	14
36	C1-38	Ch Yel Ped Clear	16
37	C1-100	Ch Yel Ped Clear	18
38	C1-101	Ch Yel Ped Clear	11
39	C1-102	Veh Det Reset	1
40	C1-103	Watchdog	0
41	C1-83	Ch Red DWalk	18
42	C1-84	Chl Green Walk	18
43	C1-85	Ch Red DWalk	17
44	C1-86	Ch Yel Ped Clear	17
45	C1-87	Chl Green Walk	17
46	C1-88	Ch Red DWalk	12
47	C1-89	Ch Yel Ped Clear	12
48	C1-90	Chl Green Walk	12
49	C1-91	Ch Red DWalk	11
50	C1-93	Chl Green Walk	11
51	C1-94	Ch Red DWalk	10
52	C1-95	Ch Yel Ped Clear	10
53	C1-96	Chl Green Walk	10
54	C1-97	Ch Red DWalk	9
55	C1-98	Ch Yel Ped Clear	9
56	C1-99	Chl Green Walk	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0
62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0

Advanced IO > Phase Intervals

MM > 2. Controller > 9. More > 2. Advanced IO > 5. Phase Intervals

Phase Intervals

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Adv Wlk	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12	Pre Clr 2	Off	Off	Off	Not Def.

Advanced IO > Pedestrian Intervals

MM > 2. Controller > 9. More > 2. Advanced IO > 5. Pedestrian Intervals

Pedestrian Intervals

Interval	Description	Don't Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Walk	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Manual Control Phase Groups

MM > 2. Controller > 9. More > 8. Manual Cntrl Grp

Group 1

Ring	Phase
1	0
2	0

Group 2

Ring	Phase
1	0
2	0

Group 3

Ring	Phase
1	0
2	0

Group 4

Ring	Phase
1	0
2	0

Group 5

Ring	Phase
1	0
2	0

Group 6

Ring	Phase
1	0
2	0

Group 7

Ring	Phase
1	0
2	0

Group 8

Ring	Phase
1	0
2	0

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor

1. Unit Settings

Enabled	Lock Out Time	PRS Time to Live
No	0	300

3. Prioritor Options

Prioritor	1	2	3	4	5	6
Lockout After First Service						
Presence Only Check-In						
Extend Walk Rest						
Use Phase History						

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor > 4. PRS Reservice Times

Priority Request Server Reservice Times

Reserv Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10
1	0	0	0	0	0	0	0	0	0	0

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor > 2. Prioritor Phase Settings

Prioritor Phase Settings

Prioritor	En-able	Priority	Priority Phs	Skip Phs	Skip Ped	Delay Time	Arrive Time	Max Pres.	Reservice Lockout	Free Pri Min	Free Pri Max	Flush Per Veh	Max Flush	Desc
1	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
2	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
3	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
4	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
5	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
6	On	0				0	0	0	0	Min Green	Max Green	0.0	0	

Controller > Peer Configuration

MM > 2. Controller > 9. More > 4. Peer

Peer Controllers

Ctrl	Peer ID	Device Type	IP address / Host	IP Port	HTTP Port	Serial Port	Serial Addr.	Mstr Sec	P2P T.O.	Description
1	0	Peer MaxTime		161	80	0	0	0	15	
2	0	Peer MaxTime		161	80	0	0	0	15	
3	0	Peer MaxTime		161	80	0	0	0	15	
4	0	Peer MaxTime		161	80	0	0	0	15	
5	0	Peer MaxTime		161	80	0	0	0	15	
6	0	Peer MaxTime		161	80	0	0	0	15	
7	0	Peer MaxTime		161	80	0	0	0	15	
8	0	Peer MaxTime		161	80	0	0	0	15	
9	0	Peer MaxTime		161	80	0	0	0	15	
10	0	Peer MaxTime		161	80	0	0	0	15	

Controller > Master Configuration

MM > 2. Controller > 9. More > 5. Master

Section Configuration

Section	Control	Poll Period	Required # controllers	Fail Time	Algorithm Period	Description
1	None	60	1	300	240	
2	None	60	1	300	240	
3	None	60	1	300	240	
4	None	60	1	300	240	

System Detector Configuration

Sys Det.	Controller	Vol Factor	Source Type	Source Index
1	0	10	N/A	0
2	0	10	N/A	0
3	0	10	N/A	0
4	0	10	N/A	0
5	0	10	N/A	0
6	0	10	N/A	0
7	0	10	N/A	0
8	0	10	N/A	0

Sys Det.	Controller	Vol Factor	Source Type	Source Index
9	0	10	N/A	0
10	0	10	N/A	0
11	0	10	N/A	0
12	0	10	N/A	0
13	0	10	N/A	0
14	0	10	N/A	0
15	0	10	N/A	0
16	0	10	N/A	0

Controller > Queue Responsive Plans

MM > 2. Controller > 9. More > 9. Queue Responsive Plans

Queue Responsive Signatures

Queue Plan	Detectors	Vol On	Vol Off	Multiple Detectors	Occ On	Occ Off	Detector On Limit
1		0	0	Average	0	0	0
2		0	0	Average	0	0	0
3		0	0	Average	0	0	0
4		0	0	Average	0	0	0

Queue Response Actions

Queue Plan	Enable	Priority	Min Resp Time	Max Resp Time	Add Time	Add to Phase	Sub from Phases	Call Phases	Temp Pattern	Disable Prioritors
1	Disable	1	0	0	0	0			0	
2	Disable	1	0	0	0	0			0	
3	Disable	1	0	0	0	0			0	
4	Disable	1	0	0	0	0			0	

INTERSECTION: EDMONTON AV @ GOVERNOR DR

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **988**

N/S Street Name: **EDMONTON AV**
E/W Street Name: **GOVERNOR DR**

Last Database Change:
Date Implemented:

Change Record		
Timing Sheet By	Approved By	Date
HRC	**AL3**	**11/8/2022**

Notes: ***Implementation of Blankout sign***

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Free Lag <C/1+F+0> **_2_4_6_8**

Drop Number	**3**	<C/0+0+0>
Zone Number	**3**	<C/0+0+1>
Area Number	**4**	<C/0+0+2>
Area Address	**153**	<C/0+0+3>
Transparity Chan.	**COM45:**	(Transparity)

Communication Addresses

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

Manual Selection

Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**0.0**	<F/1+C+0>
FYA Red Revert	**0.0**	<F/1+0+5>
OVLP CHG Red	**0.0**	<F/1+0+3>

Start / Revert Times

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

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

GOVERNOR EDMONTON GOVERNOR

		Phase							
	Column Numbers ---->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Row	*Phase Names ---->*		→		↓	↑	←		
0	Ped Walk				7		7		
1	Ped FDW				21		14		
2	Min Green		10		4	4	10		
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension		2.4		2.0	2.0	4.4		
6	Max Gap		2.4		2.0	2.0	4.4		
7	Min Gap		0.2		2.0	2.0	0.2		
8	Max Limit		60		30	30	60		
9	Max Limit 2								
A	Adv. / Delay Walk				7				
B	PE Min Ped FDW		1		1		1		
C	Cond Serv Check								
D	Reduce Every		1.4				0.7		
E	Yellow Change		4.3		3.9	3.4	4.3		
F	Red Clear		1.0		1.0	1.0	1.0		

Phase Timing - Bank 1 <F/1+Phase+Row>

	9	**A**	**B**	**C**	**D**
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	
EV-A Clear	
EV-B Delay	
EV-B Clear	
EV-C Delay	
EV-C Clear	
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing <F/1+E+Row>

	F	Row
Permit	**_2_456__**	**0**
Red Lock		**1**
Yellow Lock		**2**
Min Recall	**_2___6__**	**3**
Ped Recall		**4**
View Set Peds		**5**
Rest In Walk		**6**
Red Rest		**7**
Dual Entry		**8**
Max Recall		**9**
Soft Recall		**A**
Max 2		**B**
Cond. Service		**C**
Man Cntrl Calls		**D**
Yellow Start	**_2___6__**	**E**
First Phases	**___4____**	**F**

Phase Functions <F/1+F+Row>

How to Set Page Access Code: F/1 -- C + 0 + F = 1

INTERSECTION: EDMONTON AV @ GOVERNOR DR

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

Overlap Assignments <E/29+Column+Row>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = Reserved
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

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

Preempt Priority <E/125+C+Row>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	_2__5___
B	EV-B Phases	___4____
C	EV-C Phases	_____6__
D	EV-D Phases	
E	Extra 1 Config. Bits	1_345___
F	IC Select (Interconnect)	_2_____

Configuration <E/125+E+Row>

		F
0	Ext. Permit 1 Phases	
1	Ext. Permit 2 Phases	
2	Exclusive Ped Assign	
3	Preempt Non-Lock	12345678
4	Ped for 2P Output	
5	Ped for 6P Output	_____6__
6	Ped for 4P Output	___4____
7	Ped for 8P Output	
8	Yellow Flash Phases	
9	Low Priority A Phases	
A	Low Priority B Phases	
B	Low Priority C Phases	
C	Low Priority D Phases	
D	Restricted Phases	
E	Extra 2 Config. Bits	__3_____
F		

Configuration <E/125+F+Row>

		F
0	Fast Green Flash Phase	
1	Green Flash Phases	
2	Flashing Walk Phases	
3	Guaranteed Passage	
4	Simultaneous Gap Term	12345678
5	Sequential Timing	
6	Advance Walk Phases	___4____
7	Delay Walk Phases	
8	External Recall	
9	Start-up Overlap Green	
A	Max Extension	
B	Inhibit Ped Reservice	
C	Semi-Actuated	
D	Start-up Overlap Yellow	
E	Start-up Vehicle Calls	_2_456__
F	Start-up Ped Calls	___4_6__

Specials <F/2+F+Row>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 =
5 =
6 = Simplex Master
7 =
8 = Offset Interrupter

Row		2	Row
0	Phase 1	10	0
1	Phase 2	10	1
2	Phase 3	10	2
3	Phase 4	10	3
4	Phase 5	10	4
5	Phase 6	10	5
6	Phase 7	10	6
7	Phase 8	10	7
8			8
9			9
A			A
B			B
C			C
D			D
E			E
F			F

Coordination Transition Minimums <C/5+2+Row>

INTERSECTION: EDMONTON AV @ GOVERNOR DR

Column Numbers ---->		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2I2U	39	___45_7_	_2_____	123____8		1.8
1	6J2U	40	___45_7_	_____6__	123____8		1.8
2	4I6U	41	___45_7_	___4____	123____8		
3	8J6U	42	___45_7_	_______8	123_____		
4	2I2L	43	___45_7_	_2_____	123____8		1.8
5	6J2L	44	___45_7_	_____6__	123____8		1.8
6	4I6L	45	___45_7_	___4____	123____8		
7	8J6L	46	___45_7_	_______8	123_____		
8	2I4	47	_____67_	_2_____	123_____		
9	6J4	48	_____67_	_____6__	123_____		
A	4I8	49	_____67_	___4____	123_____		
B	8J8	50	_____67_	_______8	123_____		
C	5J1	55	___45_7_	____5___	123____8		
D	1I1	56	___45_7_	1_______	123_____		
E	7J5	57	___45_7_	_____7_	123_____		
F	3I5	58	___45_7_	__3_____	123_____		

Detector #

		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5J9U	59	___45_7_	____5___	123_____		
1	1I9U	60	___45_7_	1_______	123_____		
2	7J9L	61	___45_7_	_____7_	123_____		
3	3I9L	62	___45_7_	__3_____	123_____		
4	2I3U	63	___45_7_	_2_____	123____8		2.0
5	6J3U	64	___45_7_	_____6__	123____8		
6	4I7U	65	___45_7_	___4____	123_____		
7	8J7U	66	___45_7_	_______8	123_____		
8	2P I12U	67	_2_____	_2_____	123_____		
9	6P I13U	68	_2_____	_____6__	123_____		
A	4P I12L	69	_2_____	___4____	123_____		
B	8P I13L	70	_2_____	_______8	123_____		
C	2I3L	76	___45_7_	_2_____	123_____		
D	6J3L	77	___45_7_	_____6__	123_____		
E	4I7L	78	___45_7_	___4____	123_____		
F	8J7L	79	___45_7_	_______8	123_____		

Detector #

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0	<E/125+D+0>

Enable Redirection

(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

	B	Row
One-Shot	0	8
Ext. Timer	2	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times

<D/0+B+Row> (seconds)

Detector Attributes

1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments

1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Detector Name Labels

ADV = Advanced Loop
BIKE = Bike Loop
LT = Left Turn Limit Line Loop
RT = Right Turn Limit Line Loop
SNBY = Sneak By Loop
ST = Straight Limit Line Loop

INTERSECTION: EDMONTON AV @ GOVERNOR DR

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits

TOD Function **<7/0.1+Row>** **<E/27+4+Row>**

Day	Year	Month	Holiday Type

Holiday Dates <8/1.1+Row>
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>
(Bank 1)

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits

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

Day	Year	Month	Holiday Type

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

Time	Plan	Offset	Holiday Type

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

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

INTERSECTION: EDMONTON AV @ GOVERNOR DR

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

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length										0
1	Phase 1 - ForceOff										1
2	Phase 2 - ForceOff										2
3	Phase 3 - ForceOff										3
4	Phase 4 - ForceOff										4
5	Phase 5 - ForceOff										5
6	Phase 6 - ForceOff										6
7	Phase 7 - ForceOff										7
8	Phase 8 - ForceOff										8
9	Ring Offset										9
A	Offset 1										A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End										D
E	Hold Release										E
F	Reserved										F

Coordination - Bank 1 <C/1+Plan+Row>

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

Sync Phases <C/1+E+Row>

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

Coordination - Bank 2 <C/2+Plan+Row>

Row	F	Row
0	Free Lag	0
1	Plan 1 - Lag	1
2	Plan 2 - Lag	2
3	Plan 3 - Lag	3
4	Plan 4 - Lag	4
5	Plan 5 - Lag	5
6	Plan 6 - Lag	6
7	Plan 7 - Lag	7
8	Plan 8 - Lag	8
9	Plan 9 - Lag	9
A	External Lag	A
B	Lag Hold	B
C		C
D		D
E		E
F		F

Lag Phases <C/1+F+Row>

Coordination Timing By:
Date:

INTERSECTION: EDMONTON AV @ GOVERNOR DR

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	One-Shot Timer		Latch 1 Set	69	NOT-3		Max 2		Pretimed		Set Monday		Dial 2 (7-Wire)		Sim Term	0	0
1	AND-5 (a)		Latch 1 Reset	3	NOT-4		Reserved		Plan 1		Ext. Perm 1		Dial 3 (7-Wire)		EV-A	71	1
2	AND-5 (b)		Latch 2 Set		OR-4 (a)		Reserved		Plan 2		Ext. Perm 2		Offset 1 (7-Wire)		EV-B	72	2
3	AND-6 (a)		Latch 2 Reset		OR-4 (b)		Reserved		Plan 3		Gate Down		Offset 2 (7-Wire)		EV-C	73	3
4	AND-6 (b)		NAND-3 (a)		OR-5 (a)		Reserved		Plan 4		Set Clock		Offset 3 (7-Wire)		EV-D	74	4
5	Reserved		NAND-3 (b)		OR-5 (b)		Reserved		Plan 5		Stop Time	82	Free (7-Wire)		RR-1	51	5
6	Reserved		NAND-4 (a)		OR-6 (a)		Reserved		Plan 6		Flash Sense	81	Flash (7-Wire)		RR-2	52	6
7	Reserved		NAND-4 (b)		OR-6 (b)		Reserved		Plan 7		Manual Enable		Excl. Ped Omit		Spec. Event 1		7
8	Spec. Funct. 1		OR-7 (a)		EXTMR	201	Reserved		Plan 8		Man. Advance		NOT-1		Spec. Event 2		8
9	Spec. Funct. 2		OR-7 (b)		Reserved		Max Inhibit (nema)		Plan 9		External Alarm		NOT-2		External Lag		9
A	Spec. Funct. 3		OR-7 (c)		AND-4 (a)		Force A (nema)		DELAY-A		Phase Bank 2		OR-1 (a)	202	AND-1 (a)	200	A
B	Spec. Funct. 4		OR-7 (d)		AND-4 (b)		Force B (nema)		DELAY-B		Phase Bank 3		OR-1 (b)	3	AND-1 (b)	13	B
C	Reserved		OR-8 (a)		NAND-1 (a)		C.N.A. (nema)		DELAY-C		Overlap Set 2		OR-2 (a)		AND-2 (a)		C
D	Reserved		OR-8 (b)		NAND-1 (b)		Hold (nema)		DELAY-D		Overlap Set 3		OR-2 (b)		AND-2 (b)		D
E	Reserved		OR-8 (c)		NAND-2 (a)		Max Recall		DELAY-E		Detector Set 2		OR-3 (a)		AND-3 (a)		E
F	Reserved		OR-8 (d)		NAND-2 (b)		Min Recall		DELAY-F		Detector Set 3		OR-3 (b)		AND-3 (b)		F

Assignable Inputs <E/126+Column+Row>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Reserved		Phase ON - 1		Preempt Fail		Flasher 0		Free		NOT-1		TOD Out 1		Dial 2 (7-Wire)		0
1	Reserved		Phase ON - 2		Sp Evnt Out 1		Flasher 1		Plan 1		OR-1	37	TOD Out 2		Dial 3 (7-Wire)		1
2	Reserved		Phase ON - 3		Sp Evnt Out 2		Fast Flasher		Plan 2		OR-2		TOD Out 3		Offset 1 (7-Wire)		2
3	Reserved		Phase ON - 4		Sp Evnt Out 3		EXTMR	202	Plan 3		OR-3		TOD Out 4		Offset 2 (7-Wire)		3
4	Reserved		Phase ON - 5		Sp Evnt Out 4		One-Shot Timer		Plan 4		AND-1	201	TOD Out 5		Offset 3 (7-Wire)		4
5	Reserved		Phase ON - 6		Sp Evnt Out 5		Reserved		Plan 5		AND-2		TOD Out 6		Free (7-Wire)		5
6	Reserved		Phase ON - 7		Sp Evnt Out 6		Latch 1	200	Plan 6		AND-3		TOD Out 7		Flash (7-Wire)		6
7	Reserved		Phase ON - 8		Sp Evnt Out 7		Latch 2		Plan 7		NOT-2		TOD Out 8		Preempt		7
8	Flh Yell Arrow 1		Ph. Check - 1		Sp Evnt Out 8		NOT-3		Plan 8		EV-A		Adv. Warn - 1		Low Priority A		8
9	Green 1		Ph. Check - 2		Coord On		NOT-4		Plan 9		EV-B		Adv. Warn - 2		Low Priority B		9
A	Flh Yell Arrow 3		Ph. Check - 3		Detector Fail		OR-4		Spec. Funct. 3		EV-C		DELAY-A		Low Priority C		A
B	Green 3		Ph. Check - 4		Spec. Funct. 1		OR-5		Spec. Funct. 4		EV-D		DELAY-B		Low Priority D		B
C	Flh Yell Arrow 5		Ph. Check - 5		Spec. Funct. 2		OR-6		NAND-3		RR-1		DELAY-C		AND-5		C
D	Green 5		Ph. Check - 6		Central Control		AND-4		NAND-4		RR-2		DELAY-D		AND-6		D
E	Flh Yell Arrow 7		Ph. Check - 7		Excl. Ped DW		NAND-1		OR-7		Spec. Event 1		DELAY-E		Reserved		E
F	Green 7		Ph. Check - 8		Excl. Ped WK		NAND-2		OR-8		Spec. Event 2		DELAY-F		Reserved		F

Assignable Outputs <E/127+Column+Row>

INTERSECTION: EDMONTON AV @ GOVERNOR DR

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	**0.3**	<C/5+1+9>

TBC Transition

Hawk Select	**0**	<F/1+0+4>

Hawk Select 200 = Mid-Block, 201 = Hawk

Address	**0**	<C/1+0+6>
Select Parity	**0**	<C/1+0+5>

AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	**3**	<C/5+2+A>
Begin Week	**2**	<C/5+2+B>
End Month	**11**	<C/5+2+C>
End Week	**1**	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	**0.0**	<F/1+C+E>
Phase Number	**0**	<F/1+C+F>

Advance Warning Beacon - Sign 1

Row		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Time B4 Yellow	**0.0**	<F/1+D+E>
Phase Number	**0**	<F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time	**0**	<C/5+2+E>
Max Cycle Time	**20**	<C/5+2+F>

Yellow Yield Coordination

Omit Alarm	

Local Alarm Disable <C/5+F+0>

IEN Status	**1**	<C/5+1+B>
Synch Time	**0.0**	<C/5+1+C>

Other Parameters

INTERSECTION: EDMONTON AV @ GOVERNOR DR

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

<E/27+5+F>

Limited Service Interval

Special Event Schedule -- Table 1

<C+0+E=27>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

<E/28+5+F>

Limited Service Interval

Special Event Schedule -- Table 2

<C+0+E=28>

INTERSECTION: EDMONTON AV @ GOVERNOR DR

Min Time (seconds)	4	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	255	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	0	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel	#NAME?	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Row		
C	Bus Headway	0
D	Bus Delay	0
E	Max Early Grn	0
F	Max Grn Ext.	0

Priority Parameters
<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Headway Schedule <C+0+9=2.1>

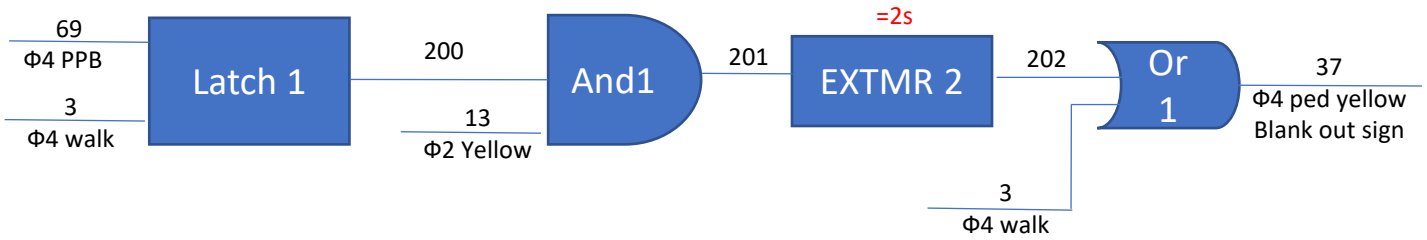
Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

Lead Pedestrian Interval

- Activate a blank out sign for phase 4 traffic to be active throughout phase 2 yellow/red and phase 4 Lead Pedestrian Interval
- To be used at T intersections with protected phases 5.



INTERSECTION: EDMONTON AV @ GOVERNOR DR

INTERSECTION: Genesee Ave & Governor Dr

223 ogram

Group Assignment: None
Field Master Assignment: None
N/S Street Name: Genesee Ave
E/W Street Name: Governor Dr
Last Database Change:
System Ref. Number:

N

		Genesee Ave		Governor Dr		Genesee Ave		Governor Dr	
Column # ---->		Phase							
Phase # ---->		1	2	3	4	5	6	7	8
Row									
0	Ped Walk		7		7		7		7
1	Ped FDW		24		32		26		32
2	Min Green	4	8	4	8	4	8	4	8
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	2.9	2.0	2.3	2.0	3.5	2.0	3.8
6	Max Gap	2.0	2.9	2.0	2.3	2.0	3.5	2.0	3.8
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	75	35	42	30	75	40	42
9	Max Limit 2			45					
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		1.1		1.4		0.9		0.8
E	Yellow	3.4	4.9	3.4	4.2	3.4	4.4	3.4	4.2
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <F Page>
F + Phase + Row

Row		E
	RR-1 Delay	
	RR-1 Clear	
	EV-A Delay	0
	EV-A Clear	0
	EV-B Delay	
	EV-B Clear	
	EV-C Delay	0
	EV-C Clear	0
	EV-D Delay	
	EV-D Clear	
	RR-2 Delay	
	RR-2 Clear	
	View EV Delay	---
	View EV Clear	---
	View RR Delay	---
	View RR Clear	---

Preempt Timing
F + E + Row

Row		F
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2___6__
4	Ped Recall	
5	Peds (View)	_2_4_6_8
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	_2___6__
F	1st Phases	__3___7_

Phase Functions <F Page>
F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + O

Start / Revert Times

Drop Number	1	C + 0 + 0
Zone Number	1	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	15	C + 0 + 3
QuicNet Channel	com45	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6_8	0

Lag Phases <C Page>

Overlap Timing

	Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page> F + COLOR + <D Page> D + 0 + OVERLAP

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	234

Disable Communication Ports
D + D + 9

Timing Sheet By: LEM
Approved By:
Drawing Number: 25356-3
Timing Implemented On: 7/8/2010

2

INTERSECTION: Genesee Ave & Governor Dr

223 Pr am

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00 : 01	E	1234567	1
1	15 : 15	B	_23456_	__3_____
2	15 : 55	B	_23456_	
3	17 : 00	4	_____6_	_2_4_6__
4	21 : 00	4	_____6_	
5	08 : 30	4	______7	_2_4_6__
6	20 : 00	4	_____7	
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function <D Page>

7 + ROW D + F + ROW

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	_2_____
6	Ped 6P	_____6__
7	Ped 4P	___4____
8	Ped 8P	_____8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration <E Page>

E + F + ROW

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	_2__5___
B	EV-B Phases	
C	EV-C Phases	1____6__
D	EV-D Phases	
E	Extra 1 Config. Bits	1_345___
F	IC Select (Interconnect)	_2_____

Configuration

For access, set F + 9 + E = 1 E + E + ROW

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Remote Download
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

Day of Week
1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

Assign 5 Outputs
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Time and Date
8-0 Hour, Minute, Day-of-Week
8-1 Day-of-Month, Year, Month
8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

Program Information
C + C + 0 = program
C + C + F = version

Remote Download
C + 0 + 4 = 1 -255
w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row		0 Detector #
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: Genesee Ave & Governor Dr — 223 P[illegible]ram

Coordination Timing By: [illegible]M
Implemented On: 8/4/2010

Row	Column # ---->	1	2	3	4	5	6	7	8	9
	Plan Name ---->			PM			PM	PM		
0	Cycle Length			200			190	192		
1	Phase 1 - ForceOff			0			0	0		
2	Phase 2 - ForceOff			124			145	157		
3	Phase 3 - ForceOff			34			80	81		
4	Phase 4 - ForceOff			70			44	45		
5	Phase 5 - ForceOff			95			105	98		
6	Phase 6 - ForceOff			0			0	0		
7	Phase 7 - ForceOff			34			25	26		
8	Phase 8 - ForceOff			70			80	81		
9	Ring Offset									
A	Offset A			0			0	20		
B	Offset B									
C	Offset C									
D	Permissive			18			19	19		
E	Hold Release			255			255	255		
F	Ped Shift			9			0	0		

Coordination — C + Plan + ROW — <C Page>

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Row	Time	Plan	Offset	Day of Week
0	16 : 10	6	A	_23456_
1	18 : 30	E	A	1234567
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination
<9 Key with C+0+9=1>

	E	Row		F
		0	Free Lag	
Plan 1		1	Plan 1 - Lag	
Plan 2		2	Plan 2 - Lag	
Plan 3	1___6__	3	Plan 3 - Lag	1__4_6_8
Plan 4		4	Plan 4 - Lag	
Plan 5		5	Plan 5 - Lag	
Plan 6	1___6__	6	Plan 6 - Lag	1_3__6_8
Plan 7	1___6__	7	Plan 7 - Lag	1_3__6_8
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	_2______
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases — C + E + FUNCTION #
Lag Phases <C Page> — C + F + FUNCTION #

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

IN RSECTION: Governor Dr & Greenwich Dr

223 Pro m

Group Assignment:
Field Master Assignment:

N/S Street Name: Governor Dr
E/W Street Name: Greenwich Dr

Last Change:
Timing Sheet By: DOC
Approved By: DOC

Drawing Number: 19697-16-D
Sys. Ref. Number:
Timing Implemented on:

Row	Column # ---->	Governor Dr					Governor Dr		Greenwich Dr
	Phase # ---->	1	2	3	4	5	6	7	8
		↓	→				←		↑
0	Ped Walk		7						7
1	Ped FDW		23						19
2	Min Green	4	10				10		4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	6.0				6.0		2.0
6	Max Gap	2.0	6.0				6.0		2.0
7	Min Gap	2.0	0.2				0.2		2.0
8	Max Limit	30	60				60		30
9	Max Limit 2	30	60				60		30
A	Bus Adv								
B	Call to Phs	6	6						
C	Reduce By		0.1				0.1		
D	Every		0.5				0.5		
E	Yellow	3.4 ~~3.0~~	4.4				5.4		3.9 ~~3.0~~
F	Red Clear	1.0	1.0				1.0		1.0

DOC 2/2/03

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Row		E
	RR-1 Delay	
	RR-1 Clear	
	EV-A Delay	0
	EV-A Clear	0
	EV-B Delay	0
	EV-B Clear	0
	EV-C Delay	0
	EV-C Clear	0
	EV-D Delay	0
	EV-D Clear	0
	RR-2 Delay	
	RR-2 Clear	
	View EV Delay	---
	View EV Clear	---
	View RR Delay	---
	View RR Clear	---

Preempt Timing
F + E + Row

Row		F
0	Permit	12___6_8
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	Peds (View)	_2_4_6_8
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	_2___6__
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	_2___6__
F	1st Phases	_____8

Phase Functions <F Page>
F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number		C + 0 + 0
Zone Number		C + 0 + 1
Area Number		C + 0 + 2
Area Address		C + 0 + 3
QuicNet Channel		(QuicNet)

Communication Addresses
C + F + O

	F	Row
Free Lag	_2___6_8	0

Lag Phases <C Page>

Row		9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A				
B	Overlap B				
C	Overlap C				
D	Overlap D				

Overlap Timing <F Page>
F + COLOR +

<D Page>
D + 0 + OVERLAP

Manual Plan	14
Manual Offset	

C + A + 1
C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset 0
= Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Downtime Flash	60	(minutes)

Downtime Before Auto Manual Flash
F + 0 + 8

Disable Ports	234

Disable Communications Ports
D + D + 9

INTERSECTION: Governor Dr & Greenwich Dr

223 Program

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

TOD Function 7 + ROW

<D Page> D + F + ROW

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	
7	Ped 4P	
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 34
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 E + E + ROW

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Remote Download
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Day of Week

1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

Assign 5 Outputs
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1-255

w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E		---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8	10.0	
9	10.0	
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	0 Detector #
0	
1	System Det. # 1 0
2	System Det. # 2 0
3	System Det. # 3 0
4	System Det. # 4 0
5	System Det. # 5 0
6	System Det. # 6 0
7	System Det. # 7 0
8	System Det. # 8 0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

(These parameters are NOT downloaded.)

INTERSECTION Governor Drive & Gullstrand Street

22[illegible] Program

Group Assignment:
Field Master Assignment: **None**

N/S Street: **Gullstrand St**
E/W Street Name: **Governor Dr**

Last Change:
Timing Sheet By: **BL**
Approved By: **DH**

Drawing Number: **3117**
System Ref. Number:
Timing Implemented on: 01-22-03

Row	Column # ----> / Phase # ---->	1 (Governor Dr)	2 (Governor Dr)	3 (Gullstrand St)	4 (Gullstrand St)	5 (Governor Dr)	6 (Governor Dr)	7 (Gullstrand St)	8 (Gullstrand St)
0	Ped Walk		7		7		7		7
1	Ped FDW		12		17		11		17
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.5	2.0	2.0	2.0	4.0	2.0	2.0
6	Max Gap	2.0	3.5	2.0	2.0	2.0	4.0	2.0	2.0
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2	2.0	2.0
8	Max Ext	30	60	30	40	30	60	30	40
9	Max Limit 2	30	60	30	40	30	60	30	40
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.9				0.8		
E	Yellow	3.4	4.4	3.4	4.4	3.4	4.4	3.4	3.9 ~~3.4~~
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

DOC 2/2/07

Phase Timing - Bank 1 <F Page>
F + Phase + Row

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

Preempt Timing
F + E + Row

Row		F
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	Peds (View)	_2_4_6_8
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	_2___6__
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	_2___6__
F	1st Phases	__3___7_

Phase Functions <F Page>
F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times

Drop Number		C + 0 + 0
Zone Number		C + 0 + 1
Area Number		C + 0 + 2
Area Address		C + 0 + 3
QuicNet Channel		(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	_2_4_6_8	0

Lag Phases <C Page>

Row		9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A				
B	Overlap B				
C	Overlap C				
D	Overlap D				

Overlap Timing <F Page> <D Page>
F + COLOR + D + 0 + OVERLAP

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 + 8

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset 0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Disable Ports	234

Disable Communications Ports
D + D + 9

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

TOD Function <D Page>

7 + ROW D + F + ROW

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration <E Page>

E + F + ROW

Day of Week

1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

Assign 5 Outputs
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	25
B	EV-B Phases	47
C	EV-C Phases	16
D	EV-D Phases	38
E	Extra 1 Config. Bits	1345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 E + E + ROW

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Remote Download
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1 -255

w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0				1I1	14
1		1.8		2I2U	1
2				2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6				3I5	16
7	10.0			4I6U	3
8				4I6L	7
9				4I7U	23
A				4I7L	27
B				4I8	11
C				1I9U	18
D				3I9L	20
E		---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0				5J1	13
1		1.8		6J2U	2
2				6J2L	6
3				6J3U	22
4				6J3L	26
5				6J4	10
6				7J5	15
7	10.0			8J6U	4
8				8J6L	8
9				8J7U	24
A				8J7L	28
B				8J8	12
C				5J9U	17
D				7J9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	**12345678**
B	9 10 11 12 -- -- -- --	**1234**
C	13 14 15 16 17 18 19 20	**12345678**
D	-- -- -- -- 21 22 23 24	**5678**
E	-- -- -- -- -- -- -- --	**1234**
F	-- 25 26 27 28 -- -- --	**2345**

Active Detectors <D Page>

Row		0 Detector #
0		
1	System Det. # 1	**0**
2	System Det. # 2	**0**
3	System Det. # 3	**0**
4	System Det. # 4	**0**
5	System Det. # 5	**0**
6	System Det. # 6	**0**
7	System Det. # 7	**0**
8	System Det. # 8	**0**

System Detectors <D Page>

Max ON (min)	**5**	D+A+E
Max OFF (min)	**60**	D+A+F

Detector Failure Monitor

Phase Number	**0**	F+C+1
Time Before Yellow	**0.0**	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	**0**	F+D+1
Time Before Yellow	**0.0**	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	**0.5**	F+0+6
Short Failure	**0.5**	F+0+7

Power Cycle Correction (Default = 0.5)

(These parameters are NOT downloaded.)

INTERSECTION: GOVERNOR DR @ MERCER ST

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: MERCER
E/W Street Name: GOVERNOR

		GOVERNOR			MERCER		GOVERNOR		
Column # ---->		Phase							
Phase # ---->		1	2	3	4	5	6	7	8
Row		←	→		↓ ↑	→	←		
0	Ped Walk		7		7		7		
1	Ped FDW		19		19		13		
2	Min Green	4	10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	2.4		2.0	2.0	2.6		
6	Max Gap	2.0	2.4		2.0	2.0	2.6		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	30	60		30	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		1.4				1.3		
E	Yellow	3.4	4.0		3.9	3.4	3.9		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		

Phase Timing - Bank 1
F + Phase + Row

<F Page>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	
EV-B Clear	
EV-C Delay	0
EV-C Clear	0
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

F + E + Row

Row		F
0	Permit	12_456__
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	Peds (View)	_2_4_6__
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	_2___6__
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	_2___6__
F	1st Phases	___4____

F + F + Row

Note: FDW is calculated using 3.5 fps.

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + O

Start / Revert Times

Drop Number		C + 0 + 0
Zone Number		C + 0 + 1
Area Number		C + 0 + 2
Area Address		C + 0 + 3
QuicNet Channel		(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6__	0

Lag Phases <C Page>

Overlap Timing

	Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>
F + COLOR +

<D Page>
D + 0 + OVERLAP

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	_234____

Disable Communication Ports
D + D + 9

Timing Sheet By: M2S
Approved By: FLG
Drawing Number: 18866-1-D
Timing Implemented On: 04/10/13

INTERSECTION: GOVERNOR DR @ MERCER ST

Row	Time	Function	Day of Week	Column F Phases/Bits
0	17 : 00	4	6	2 6
1	17 : 00	6	6	2 6
2	21 : 00	4	6	
3	21 : 00	6	6	
4	08 : 30	4	7	2 6
5	08 : 30	6	7	2 6
6	20 : 00	4	7	
7	20 : 00	6	7	
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function <D Page>

7 + ROW D + F + ROW

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration <E Page>

E + F + ROW

Day of Week

1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

Assign 5 Outputs
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 = Bus Advance

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Remote Download
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Configuration

For access, set F + 9 + E = 1 E + E + ROW

Time and Date

8-0 Hour, Minute, Day-of-Week
8-1 Day-of-Month, Year, Month
8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

Program Information

C + C + 0 = program
C + C + F = version

Remote Download

C + 0 + 4 = 1 -255
w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9	10.0	
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234___
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	____5678
E	-- -- -- -- -- -- -- --	1234___
F	-- 25 26 27 28 -- -- --	_2345___

Active Detectors <D Page>

Row		0 Detector #
0		
1	System Det. # 1	
2	System Det. # 2	
3	System Det. # 3	
4	System Det. # 4	
5	System Det. # 5	
6	System Det. # 6	
7	System Det. # 7	
8	System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

City of San Diego

Q-FREE MAXTIME TRAFFIC SIGNAL TIMING SHEET

Administration > Unit Information

MM > 3. Administration > 1. Unit Information > 1. Unit Information

Controller ID	Main Street	Side Street	Agency
0	Governor Dr	Radcliffe Dr	City of San Diego

Database Description

Administration > Version Information

MM > 3. Administration > 1. Unit Information > 1. Unit Information

Module	Version	Make	Model
1	2.14.0	Q-Free	MaxTime
2	Buildroot 2015.05.153	Q-Free	Linux

Administration > Communication Settings

MM > 3. Administration > 2. Communication

1. Ethernet

Adapter	IP Address	Subnet Mask	Gateway	ARP Request	DHCP Mode
1	10.16.48.1	255.255.255.0	10.16.48.254	Disable	Static
2	10.20.70.51	255.255.255.0	0.0.0.0	Disable	Static

7. Web Settings

HTTP Port
80

8. DHCP Settings

DHCP Server Address	Subnet Mask	Start	End
192.168.0.1	255.255.255.0	192.168.0.200	192.168.0.254

9. More > 1. MaxView Server IP

Protocol	IP Address
HTTP	

Administration > Communication Settings > Advanced Settings

MM > 3. Administration > 2. Communication > 3. NTCIP Settings

Admin Community Name	UDP Port	TCP Port	NTCIP Enable
Administrator	161	0	Enable

MM > 3. Administration > 2. Communication > 9. More

2. EDI SMU Server

Server IP	Port
	0

3. Metro CSP

Address Code	City Code	Headway	Server Address	Server Port
0	0	0		0

0 - Governor Dr @ Radcliffe Dr

Administration > Communication Settings > Serial Settings

MM > 3. Administration > 2. Communication > 2. Serial Settings

Port	Description	Function	Drop Address	Baud	Data Bits	Stop Bits	Parity	Flow	CTS Delay	RTS Ext	Suppress Echo
1	Port 2/C21S	None	1	9600	8	1	None	None	0	0	Off
2	Aux_P3/C22S	None	1	9600	8	1	None	None	0	0	Off
3	SDLC Port 1	None	1	9600	8	1	None	None	0	0	Off
4	Com A/C50S	None	1	9600	8	1	None	None	0	0	Off
5	FIO	None	1	9600	8	1	None	None	0	0	Off
6	DISPLAY/C60M	None	1	9600	8	1	None	None	0	0	Off
7	SP7	None	1	9600	8	1	None	None	0	0	Off
8	SP8/Com B	None	1	9600	8	1	None	None	0	0	Off
9	NEMA X3 Port 2	None	1	9600	8	1	None	None	0	0	Off
10	NEMA X3 Aux	None	1	9600	8	1	None	None	0	0	Off

Administration > Date & Time Settings > Date & Time Settings

MM > 3. Administration > 3. Date & Time

2. Time Zone & DST

Time Zone	Daylight Saving
GMT-8 PST	Enable USDST

Custom DST Settings

Begin Month	Begin Sunday Week	End Month	End Sunday Week
March	2	November	1

3. Time Source

Time Source Control
Linesync

5. NTP Settings

NTP Server Address
10.20.3.193

6. Adv Time Settings

Clock Input

Reset Hour	Reset Minute
2	0

Sync Reference Time

Ref Hour	Ref Minute	Ref Second	Disable NTCIP Time Sync
0	0	0	No

Administration > Event Recorder Settings

MM > 3. Administration > 6. Event Recorder

1. System Events

Log Enabled	Log Storage	Size Limit (days)
Enabled	None	1

2. Sensor Data

TSS Log Enabled	Log Storage	Size Limit (days)
Enabled	None	1

Unit

MM > 2. Controller > 1. Unit

Startup Flash	1	Backup Time	600	All Red Exit	0	Free Seq	1	Grn Flash Frq	60	Preempt lockout	0
Start Clr Hold	0	Red Revert	5.0	Flsh thru CVM	Disable	MCE Enable	Enable	Yel Flash Frq	60		
Start Yellow O/R	0.0	Master by TOD	Disable	Flsh Sns Red	Disable	MCE Sequence	1				
Start Red O/R	0.0			Flsh Sns Dark	Disable	Auto Ped Clr	Enable				

Free Plans

Phase Plan	1	OL Plan	1	V Det Plan	1	V Det Opt Plan	1	Ped Det Plan	1
Ped Det Opt Plan	1	Pri/Pre Det Plan	1	3 ph Diamond		4 ph Diamond		Sep Diamond	

Phase Configuration > Phase Timing Plans

MM > 2. Controller > 2. Phase > 1. Phase Times

Phase Timing - Plan 1

Phase	1	2	3	4	5	6	7	8
Description	WBLT M	EB Thru M	WBLT	SB Thru S	EBLT M	WB Thru M	EBLT	NB Thru S
Enable	X	X		X	X	X		X
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	12	0	27	0	11	0	25
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	4	7	0	4	4	7	0	4
Min Green 2	0	0	0	0	0	0	0	0
Passage	2.0	4.6	0.0	2.0	2.0	4.4	0.0	2.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	40	60	0	30	30	60	0	30
Max 2	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0
Yellow Change	3.4	3.9	0.0	3.9	3.4	3.9	0.0	3.9
Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Add Red Clear	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	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
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	30	0	0	0	30	0	0

Phase Configuration > Phase Option Plans

MM > 2. Controller > 2. Phase > 2. Phase Options

Phase Options - Plan 1

Phase	1	2	3	4	5	6	7	8
Enable	X	X		X	X	X		X
Auto Flash Ent.		X				X		
Auto Flash Exit				X				X
Non Actuated I								
Non Actuated II								
Non Lock Detector	X	X	X	X	X	X	X	X
Min Veh Recall		X				X		
Max Veh Recall								
Ped Recall								
Soft Veh Recall								
Dual Entry				X				X
Disable Sim Gap								
Guaranteed Pass								
Act Rest Walk								
Cond Service								
Add Initial								
Cond Reservice								
Yel Min Override								
No Startup Call								
Adv. Warn Flasher								
No Ped Str Up Call								
Ped Clr OVTG								

Phase Configuration > Phase Timing Plans

MM > 2. Controller > 2. Phase > 1. Phase Times

Phase Timing - Plan 1 (continued)

Phase	1	2	3	4	5	6	7	8
Reduce By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Minimum Gap	2.0	0.2	0.0	2.0	2.0	0.2	0.0	2.0
Advance Walk	0	0	0	7	0	0	0	7
Delayed Ped	0	0	0	0	0	0	0	0
Ped Service Limit	0	0	0	0	0	0	0	0
Queue Jump	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Warning Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pri Walk	0	0	0	0	0	0	0	0
Call Phases								
Walk Extension	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0
Waiting Cars Before Svc	0	0	0	0	0	0	0	0

Phase Configuration > Phase Option Plans

MM > 2. Controller > 2. Phase > 2. Phase Options

Phase Options - Plan 1 (continued)

Phase	1	2	3	4	5	6	7	8
Flash Exit Call								
Flash Exit Ped Call								
MinGreen2								
MaxGreen2								
MaxGreen3								
Ped2								
Ped Clear Pre Clear								
Ped NA+ Mode								
Red Rest								
Force Coord Ped Yield								
Ped Recycle								
Countdown								
Simultaneous Start								

Phase Configuration & Start-Up

MM > 2. Controller > 3. Sequence & Phs Config > 2. Phase Startup

Phase	Startup	Ring	Concurrency	Startup Min	Description
1		1	5,6	0	WBLT M
2		1	5,6	0	EB Thru M
3		0		0	WBLT
4		1	8	0	SB Thru S
5		2	1,2	0	EBLT M
6		2	1,2	0	WB Thru M
7		0		0	EBLT
8		2	4	0	NB Thru S

Phase Configuration > Global Phase Recalls

MM > 2. Controller > 2. Phase > 3. Global Phase Recalls

Global Phase Recalls

Phase	1	2	3	4	5	6	7	8
Min Veh Recall		X				X		
Max Veh Recall								
Ped Recall								
Act Rest in Walk								

Sequences

MM > 2. Controller > 3. Sequence & Phs Config > 1. Sequences

Sequence 1

Ring	Sequence
1	1,2,a,4,b
2	5,6,a,8,b

Sequence 2

Ring	Sequence
1	2,1,a,3,4,b
2	5,6,a,7,8,b

Sequence 3

Ring	Sequence
1	1,2,a,4,3,b
2	5,6,a,7,8,b

Sequence 4

Ring	Sequence
1	2,1,a,4,3,b
2	5,6,a,7,8,b

Sequence 5

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,7,8,b

Sequence 6

Ring	Sequence
1	2,1,a,3,4,b
2	6,5,a,7,8,b

Sequence 7

Ring	Sequence
1	2,1,a,3,4,b
2	5,6,a,7,8,b

No Served Phase Plans

MM > 2. Controller > 3. Sequence & Phs Config > 3. No Served Phase Plans

Sequence 1		Sequence 2		Sequence 3		Sequence 4		Sequence 5		Sequence 6		Sequence 7	
Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv
1		1		1		1		1		1		1	
2		2		2		2		2		2		2	
3		3		3		3		3		3		3	
4		4		4		4		4		4		4	
5		5		5		5		5		5		5	
6		6		6		6		6		6		6	
7		7		7		7		7		7		7	
8		8		8		8		8		8		8	

Backup Prevention

MM > 2. Controller > 3. Sequence & Phs Config > 4. Backup Prevention

Sequence 1

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 2

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 3

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 4

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 5

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 6

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 7

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Detector Configuration > Vehicle Detectors
MM > 2. Controller > 4. Detector

Vehicle Detector Parameters - Plan 1

Det	Description	Call Ph	Call OL	Call Ped	Switch Phase	Add Call Ph	Add Call OLs	Delay OLs	Delay	Extend	Queue Limit	Ext Hold	No Act	Max Pres	Err Cnt	Fail Time	Fail Recall	Fail Link
1		1	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
2	2I2U - EB Adv	2	0	0	0				0.0	1.8	0	0.0	0	0	0	0	None	0
3		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
4		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
5		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
6		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
7		3	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
8	4I6U - RT Sneak By	3	0	0	0				10.0	0.0	0	0.0	0	0	0	0	None	0
9		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
10		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
11		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
12		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
13		1	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
14		3	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
15		5	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
16	6J2U - WB Adv	6	0	0	0				0.0	1.8	0	0.0	0	0	0	0	None	0
17		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
18		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
19		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
20		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
21		7	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
22		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
23	8J6L - RT Sneak By	8	0	0	0				10.0	0.0	0	0.0	0	0	0	0	None	0
24		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
25		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
26		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
27		5	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
28		7	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0

Det Config > Global Det Settings
MM > 2. Controller > 4. Detector > 8. Global

Global Vehicle Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0
Failed Recall	None
Det Reset Enable	Enabled

Global Ped Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0

Global Pri/Pre Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0

Det Config > Vol Occ Data Collect
MM > 2. Controller > 4. Detect > 6. Vol & Occ

# of Seconds	# of Periods
0	1

Detector Configuration > Vehicle Detector Options

MM > 2. Controller > 4. Detector > 2. Veh Det Options

Detector Options

Detector	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
Volume																												
Occupancy																												
Yellow Lock Call																												
Red Lock Call																												
Extend	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
Added Initial																												
Queue																												
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
Terminate																												
Min Green 2																												
Protected Perm																												
Disable Delay Leading																												
Disable TS2 Diag																												
Disable Detector Diag																												
Passage 2																												
Red Clear Extension																												
OL Add Initial Delay																												
OL Gap Delay																												

Detector Configuration > Pedestrian Detectors

MM > 2. Controller > 4. Detector > 3. Ped Det Plans

Pedestrian Detectors - Plan 1

Det	Call Phs	Call OL	Cancel Phs	Add Call Phs	Add Call OLs	Walk 2 Time	Ped Clr 2 Time	No Act	Max Pres	Err Cnt
1	0	0				0	0	0	0	0
2	2	0				0	0	0	0	0
3	0	0				0	0	0	0	0
4	4	0		8		0	0	0	0	0
5	0	0				0	0	0	0	0
6	6	0				0	0	0	0	0
7	0	0				0	0	0	0	0
8	8	0		4		0	0	0	0	0

Detector Configuration > Pedestrian Detector Options

MM > 2. Controller > 4. Detector > 4. Ped Det Option Plans

Pedestrian Detector Options - Plan 1

Detector	1	2	3	4	5	6	7	8
Walk Extension								

Detector Configuration > Pri/Pre Detectors

MM > 2. Controller > 4. Detector > 4. Pri/Pre Detectors Plans

Prioritor & Preempt Detectors - Plan 1

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend	Min On	Pri Delay	Pri Arrival	Pri OL	No Act	Max Pres	Err Cnt
1		None	None	0	0	None	0	0	0	0	0		0	0	0
2		None	None	0	0	None	0	0	0	0	0		0	0	0
3		None	None	0	0	None	0	0	0	0	0		0	0	0
4		None	None	0	0	None	0	0	0	0	0		0	0	0
5		None	None	0	0	None	0	0	0	0	0		0	0	0
6		None	None	0	0	None	0	0	0	0	0		0	0	0
7		None	None	0	0	None	0	0	0	0	0		0	0	0
8		None	None	0	0	None	0	0	0	0	0		0	0	0

Overlap Configuration > Overlaps

MM > 2. Controller > 7. Overlap

Overlap Parameters - Plan 1

Overlap	1 - A	2 - B	3 - C	4 - D	5 - E	6 - F	7 - G	8 - H
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Description								
Type	Normal	Off	Off	Off	Off	Off	Off	Off
Included Phases								
Modifier Phases								
Modifier Overlaps								
Negative Phs								
Trail Green	0	0	0	0	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	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
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phs								
Negative Overlaps								
Trail Green Omit Phs								
Negative Ped Ph.								
Neg Ped Overlaps								
Green Suppress Phs								

Overlap Configuration > Overlaps

MM > 2. Controller > 7. Overlap

Overlaps - Plan 1 (continued)

Overlap	1 - A	2 - B	3 - C	4 - D	5 - E	6 - F	7 - G	8 - H
Call Phs on Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Ext	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Disable Veh Reservice								
No Hold On TrailExit								
Ped Recycle								
Disable Yellow Prot								
Disable Bridging								
LRT Prepare To Go								
Call For Service								
Allow Trail Grn Bridge								
FYA During Red Clear								
Use Ph/Ped Int Overrides								
Queue Jump								
No FYA Ped During Wlk								
Terminate After Call								
FYA Ped No Prot Ret								
Negative Ped Allow								
All Included Start								
Queue Jump Extend								
Disable Sim Gap								

Overlap Configuration > Custom Overlap Rules

MM > 2. Controller > 7. Overlap > 5. Custom Overlap Rules

Rule	Custom Overlap	Included Phase State	Modifier Phase State	Modifier OL State	Negative Phase State	Output	Flash
1	Disable	Any	Any	Any	Any	Not Set	Not Set
2	Disable	Any	Any	Any	Any	Not Set	Not Set
3	Disable	Any	Any	Any	Any	Not Set	Not Set
4	Disable	Any	Any	Any	Any	Not Set	Not Set

Coordination > Coordination Parameters

MM > 2. Controller > 5. Coordination > 1. Coord Parameters

Operational Mode	Manual Free
Coordination Mode	Pattern
Max Mode	
Force Mode	
Correction Mode	

Max Cycle Limit %	15
MinCycle Limit %	15
Max Dwell	0
Transition Cover Peds	

Coordination > Patterns

MM > 2. Controller > 5. Coordination > 2. Patterns

Pattern Parameters

Patt.	Description	Cycle	Offs 1	Seq	Split	Ref Pt	Coord Mode	Force Mode	Max Mode	Trans Cover Peds	Min Perm Mode	Correction Mode	Phs Plan	V Det Plan	V Opts Plan	P Det Plan	P Opts Plan	OL Plan	Pri/Pre Plan
1		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
2		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
3		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
4		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
5		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
6		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
7		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
8		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
9		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
10		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1

Coordination > Ring Offsets

MM > 2. Controller > 5. Coordination > 4. Ring Plans

Ring Plan 1

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 2

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 3

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 4

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Coordination > Patterns > Advanced Options

MM > 2. Controller > 5. Coordination > 5. Advanced Options

Advanced Options

Pattern	1	2	3	4	5	6	7	8	9	10
Ring Plan	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun										
Allow Split Overrun										
Allow No Coord Ph										
Coord Now										

Coordination > Splits

MM > 2. Controller > 5. Coordination > 3. Splits

Split 1

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 2

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Coordination > Splits

MM > 2. Controller > 5. Coordination > 3. Splits

Split 3

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 4

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 5

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 6

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 7

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 8

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Coordination > Splits (9-10)

MM > 2. Controller > 5. Coordination > 3. Splits

Split 9

Ph	Time	Min	Max	Coord Ph	Ref Pt	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Prioritor Force Off Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 10

Ph	Time	Min	Max	Coord Ph	Ref Pt	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Prioritor Force Off Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Scheduler Configuration > Schedules

MM > 2. Controller > 6. Scheduler > 1. Schedules

Schedule 1

Enable	On
Day Plan	1
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
					X	

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 2

Enable	On
Day Plan	2
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
						X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 3

Enable	On
Day Plan	3
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 4

Enable	On
Day Plan	4
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

0 - Governor Dr @ Radcliffe Dr

Scheduler Configuration > Schedules

MM > 2. Controller > 6. Scheduler > 1. Schedules

Schedule	5
Enable	On
Day Plan	5
Description	

Months of Year

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule	6
Enable	On
Day Plan	6
Description	

Months of Year

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule	7
Enable	On
Day Plan	7
Description	

Months of Year

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

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

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Scheduler Configuration > Day Plans

MM > 2. Controller > 6. Scheduler > 2. Day Plans

Day Plan 1

Ev	Hour	Min	Action	Description
1	17	0	1	Ped Recall
2	21	0	2	
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 2

Ev	Hour	Min	Action	Description
1	8	30	1	Ped Recall
2	20	0	2	
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 3

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 4

Event	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Scheduler Configuration > Day Plans

MM > 2. Controller > 6. Scheduler > 2. Day Plans

Day Plan 5

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 6

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 7

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 8

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 9

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 10

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 11

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 12

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Scheduler Configuration > Actions

MM > 2. Controller > 6. Scheduler > 3. Actions

Action Parameters

Action	Pattern	Aux1	Aux2	Aux3	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
1	Pattern 1																			
2	Pattern 2																			
3	Pattern 3																			
4	Pattern 4																			
5	Pattern 5																			
6	Pattern 6																			
7	Pattern 7																			
8	Pattern 8																			
9	Pattern 9																			
10	Pattern 10																			
64	None																			

Scheduler Configuration > Actions

MM > 2. Controller > 6. Scheduler > 4. Action Commands

Action Command Parameters

No	Command	Indexes
1	Ped Recall	2,4,6,8
2	None	
3	None	
4	None	
5	None	
6	None	
7	None	
8	None	
9	None	
10	None	
64	None	

Scheduler Configuration > Advanced Options

MM > 2. Controller > 6. Scheduler > 5. Advanced Options

Master Sections By TOD

Action	1	2	3	4	5	6	7	8	9	10	64
Master Section 1											
Master Section 2											
Master Section 3											
Master Section 4											
Master Section 5											
Master Section 6											
Master Section 7											
Master Section 8											
Master Section 9											
Master Section 10											

Queue Responsive By TOD

Action	1	2	3	4	5	6	7	8	9	10	64
Queue Responsive Plan 1											
Queue Responsive Plan 2											
Queue Responsive Plan 3											
Queue Responsive Plan 4											
Queue Responsive Plan 5											
Queue Responsive Plan 6											
Queue Responsive Plan 7											
Queue Responsive Plan 8											
Queue Responsive Plan 9											
Queue Responsive Plan 10											

Preempt Configuration > Preempts
MM > 2. Controller > 8. Preemption

Preempt Configuration

Preempt	1	2	3	4	5	6
Enabled	Disabled	Disabled	Enabled	Enabled	Enabled	Enabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description			Eastbound	Southbound	Westbound	Northbound
Track Phases						
Track 2 Phases						
Track Overlaps						
Track 2 Overlaps						
Dwell Phases			2,5	4	1,6	8
Dwell Peds						
Dwell Overlaps						
Cycling Phases						
Cycling Peds						
Cycling Overlaps						
Exit Phases						
Exit Overlaps						
Recovery Exit Omit Phs						
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	4	4	4	4
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	240	240	240	240
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	3.9	3.9	3.9	3.9
Enter Red Clear	25.5	25.5	1.0	1.0	1.0	1.0
Enter Min Walk	0	0	0	0	0	0
Min Ped Clear	255	255	1	1	1	1
Track Green	0	0	0	0	0	0
Max Track Green	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5

Preempt Configuration > Preempt CRC Config
MM > 2. Controller > 8. Preemption > 6. Preempt CRC Cfg

Require Preempt CRC
Disabled

Preempt Configuration > Preempts

MM > 2. Controller > 8. Preemption

Preempt Configuration (continued)

Preempt	1	2	3	4	5	6
Track Extend Gate Down	0	0	0	0	0	0
Dwell Green	0	0	4	4	4	4
Exit Ped Clear	255	255	255	255	255	255
Exit Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Extend time	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Coord	Exit Coord	Exit Coord	Exit Coord
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0
Exit Free Time	0	0	0	0	0	0
Veh Exit Calls						
Ped Exit Calls						
Non Lock Mem						
Not Override Flash						
Not override Next Preempt						
Flash Dwell						
Ped Recycle in Dwell Cycle						
Immediate Ped Clear						
Dwell Only Status Output						
All Red Flash Dwell						
Allow All Overlaps						
Require All Red Entry						
Require Gate Down Track Exit						
Require Gate Up Dwell Exit						
Use Normal On/Off Input						
Track Clear Override						
Aux Function 1						
Aux Function 2						
Aux Function 3						
Special Function 1						
Special Function 2						
Special Function 3						
Special Function 4						
Special Function 5						

Advanced IO > Channels > Channel Configuration

MM > 2. Controller > 9. More > 1. Channels

Channel Configuration

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1		1		X		1
2		2		X	X	2
3		3		X		3
4		4		X	X	4
5		5		X	X	5
6		6		X		6
7		7		X		7
8		8		X		8
9		1				9
10		2				10
11		3				11
12		4				12
13		2				13
14		4				14
15		6				15
16		8				16
17		5				17
18		6				18

Advanced IO > Cabinet Configuration > IO Modules

MM > 2. Controller > 9. More > 2. Advanced IO > 2. IO Modules Port Setting

Advanced Cabinet Options

ITS Cabinet on Port 1	No
ITS Cabinet on Port C13S	No
33X Input Leading Edge Filter	5
33X Input Trailing Edge Filter	5

Advanced TS2 Options

Enable TS2/ATC Stop Time	
Disable TS2/ATC Startup Call	
Disable TS2/ATC Fault Flash	
Disable TS2 Cabinet Alarms	
Disable ATC Cabinet Alarms	

Advanced IO > Cabinet Configuration > IO Modules

MM > 2. Controller > 9. More > 2. Advanced IO

IO Modules

IO Module	Type
1	Caltrans 332
2	None
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None

Alarm Configuration

MM > 2. Controller > 9. More > 3. Alarms

Alarm Configuration

Alarm	Alarm Name
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

Advanced IO > Cabinet Configuration > Input Points

MM > 2. Controller > 9. More > 2. Advanced IO > 3. Input Points

IO Module 1

Inputs - Type 332

Point	Desc.	Control Type	Index
1	C1-39	Veh Det Call	2
2	C1-40	Veh Det Call	16
3	C1-41	Veh Det Call	8
4	C1-42	Veh Det Call	22
5	C1-43	Veh Det Call	3
6	C1-44	Veh Det Call	17
7	C1-45	Veh Det Call	9
8	C1-46	Veh Det Call	23
9	C1-47	Veh Det Call	6
10	C1-48	Veh Det Call	20
11	C1-49	Veh Det Call	12
12	C1-50	Veh Det Call	26
13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	Man Ctrl Enable	1
16	C1-54	Not Active	0
17	C1-55	Veh Det Call	15
18	C1-56	Veh Det Call	1
19	C1-57	Veh Det Call	21
20	C1-58	Veh Det Call	7
21	C1-59	Veh Det Call	27
22	C1-60	Veh Det Call	13
23	C1-61	Veh Det Call	28
24	C1-62	Veh Det Call	14
25	C11-10	Not Active	0
26	C11-11	Not Active	0
27	C11-12	Not Active	0
28	C11-13	Not Active	0
29	C1-63	Veh Det Call	4
30	C1-64	Veh Det Call	18
31	C1-65	Veh Det Call	10
32	C1-66	Veh Det Call	24

Point	Desc.	Control Type	Index
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Preempt Input	3
38	C1-72	Preempt Input	4
39	C1-73	Preempt Input	5
40	C1-74	Preempt Input	6
41	C1-75	Not Active	0
42	C1-76	Veh Det Call	5
43	C1-77	Veh Det Call	19
44	C1-78	Veh Det Call	11
45	C1-79	Veh Det Call	25
46	C1-80	Interval Adv	1
47	C1-81	Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Not Active	0
50	C11-16	Not Active	0
51	C11-17	Not Active	0
52	C11-18	Not Active	0
53	C11-19	Not Active	0
54	C11-20	Not Active	0
55	C11-21	Not Active	0
56	C11-22	Not Active	0
57	C11-23	Not Active	0
58	C11-24	Not Active	0
59	C11-25	Not Active	0
60	C11-26	Not Active	0
61	C11-27	Not Active	0
62	C11-28	Not Active	0
63	C11-29	Not Active	0
64	C11-30	Not Active	0

Advanced IO > Cabinet Configuration > Output Points

MM > 2. Controller > 9. More > 2. Advanced IO > 4. Output Points

IO Module 1

Outputs - Type 332

Point	Desc.	Control Type	Index
1	C1-2	Ch Red DWalk	14
2	C1-3	Chl Green Walk	14
3	C1-4	Ch Red DWalk	4
4	C1-5	Ch Yel Ped Clear	4
5	C1-6	Chl Green Walk	4
6	C1-7	Ch Red DWalk	3
7	C1-8	Ch Yel Ped Clear	3
8	C1-9	Chl Green Walk	3
9	C1-10	Ch Red DWalk	13
10	C1-11	Chl Green Walk	13
11	C1-12	Ch Red DWalk	2
12	C1-13	Ch Yel Ped Clear	2
13	C1-15	Chl Green Walk	2
14	C1-16	Ch Red DWalk	1
15	C1-17	Ch Yel Ped Clear	1
16	C1-18	Chl Green Walk	1
17	C1-19	Ch Red DWalk	16
18	C1-20	Chl Green Walk	16
19	C1-21	Ch Red DWalk	8
20	C1-22	Ch Yel Ped Clear	8
21	C1-23	Chl Green Walk	8
22	C1-24	Ch Red DWalk	7
23	C1-25	Ch Yel Ped Clear	7
24	C1-26	Chl Green Walk	7
25	C1-27	Ch Red DWalk	15
26	C1-28	Chl Green Walk	15
27	C1-29	Ch Red DWalk	6
28	C1-30	Ch Yel Ped Clear	6
29	C1-31	Chl Green Walk	6
30	C1-32	Ch Red DWalk	5
31	C1-33	Ch Yel Ped Clear	5
32	C1-34	Chl Green Walk	5

Point	Desc.	Control Type	Index
33	C1-35	Ch Yel Ped Clear	13
34	C1-36	Ch Yel Ped Clear	15
35	C1-37	Ch Yel Ped Clear	14
36	C1-38	Ch Yel Ped Clear	16
37	C1-100	Ch Yel Ped Clear	18
38	C1-101	Ch Yel Ped Clear	11
39	C1-102	Veh Det Reset	1
40	C1-103	Watchdog	0
41	C1-83	Ch Red DWalk	18
42	C1-84	Chl Green Walk	18
43	C1-85	Ch Red DWalk	17
44	C1-86	Ch Yel Ped Clear	17
45	C1-87	Chl Green Walk	17
46	C1-88	Ch Red DWalk	12
47	C1-89	Ch Yel Ped Clear	12
48	C1-90	Chl Green Walk	12
49	C1-91	Ch Red DWalk	11
50	C1-93	Chl Green Walk	11
51	C1-94	Ch Red DWalk	10
52	C1-95	Ch Yel Ped Clear	10
53	C1-96	Chl Green Walk	10
54	C1-97	Ch Red DWalk	9
55	C1-98	Ch Yel Ped Clear	9
56	C1-99	Chl Green Walk	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0
62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0

Advanced IO > Phase Intervals

MM > 2. Controller > 9. More > 2. Advanced IO > 5. Phase Intervals

Phase Intervals

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Adv Wlk	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12	Pre Clr 2	Off	Off	Off	Not Def.

Advanced IO > Pedestrian Intervals

MM > 2. Controller > 9. More > 2. Advanced IO > 5. Pedestrian Intervals

Pedestrian Intervals

Interval	Description	Don't Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Walk	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Manual Control Phase Groups

MM > 2. Controller > 9. More > 8. Manual Cntrl Grp

Group 1

Ring	Phase
1	0
2	0

Group 2

Ring	Phase
1	0
2	0

Group 3

Ring	Phase
1	0
2	0

Group 4

Ring	Phase
1	0
2	0

Group 5

Ring	Phase
1	0
2	0

Group 6

Ring	Phase
1	0
2	0

Group 7

Ring	Phase
1	0
2	0

Group 8

Ring	Phase
1	0
2	0

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor

1. Unit Settings

Enabled	Lock Out Time	PRS Time to Live
No	0	300

3. Prioritor Options

Prioritor	1	2	3	4	5	6
Lockout After First Service						
Presence Only Check-In						
Extend Walk Rest						
Use Phase History						

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor > 4. PRS Reservice Times

Priority Request Server Reservice Times

Reserv Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10
1	0	0	0	0	0	0	0	0	0	0

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor > 2. Prioritor Phase Settings

Prioritor Phase Settings

Prioritor	En-able	Priority	Priority Phs	Skip Phs	Skip Ped	Delay Time	Arrive Time	Max Pres.	Reservice Lockout	Free Pri Min	Free Pri Max	Flush Per Veh	Max Flush	Desc
1	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
2	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
3	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
4	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
5	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
6	On	0				0	0	0	0	Min Green	Max Green	0.0	0	

Controller > Peer Configuration

MM > 2. Controller > 9. More > 4. Peer

Peer Controllers

Ctrl	Peer ID	Device Type	IP address / Host	IP Port	HTTP Port	Serial Port	Serial Addr.	Mstr Sec	P2P T.O.	Description
1	0	Peer MaxTime		161	80	0	0	0	15	
2	0	Peer MaxTime		161	80	0	0	0	15	
3	0	Peer MaxTime		161	80	0	0	0	15	
4	0	Peer MaxTime		161	80	0	0	0	15	
5	0	Peer MaxTime		161	80	0	0	0	15	
6	0	Peer MaxTime		161	80	0	0	0	15	
7	0	Peer MaxTime		161	80	0	0	0	15	
8	0	Peer MaxTime		161	80	0	0	0	15	
9	0	Peer MaxTime		161	80	0	0	0	15	
10	0	Peer MaxTime		161	80	0	0	0	15	

Controller > Master Configuration

MM > 2. Controller > 9. More > 5. Master

Section Configuration

Section	Control	Poll Period	Required # controllers	Fail Time	Algorithm Period	Description
1	None	60	1	300	240	
2	None	60	1	300	240	
3	None	60	1	300	240	
4	None	60	1	300	240	

System Detector Configuration

Sys Det.	Controller	Vol Factor	Source Type	Source Index	Sys Det.	Controller	Vol Factor	Source Type	Source Index
1	0	10	N/A	0	9	0	10	N/A	0
2	0	10	N/A	0	10	0	10	N/A	0
3	0	10	N/A	0	11	0	10	N/A	0
4	0	10	N/A	0	12	0	10	N/A	0
5	0	10	N/A	0	13	0	10	N/A	0
6	0	10	N/A	0	14	0	10	N/A	0
7	0	10	N/A	0	15	0	10	N/A	0
8	0	10	N/A	0	16	0	10	N/A	0

Controller > Queue Responsive Plans

MM > 2. Controller > 9. More > 9. Queue Responsive Plans

Queue Responsive Signatures

Queue Plan	Detectors	Vol On	Vol Off	Multiple Detectors	Occ On	Occ Off	Detector On Limit
1		0	0	Average	0	0	0
2		0	0	Average	0	0	0
3		0	0	Average	0	0	0
4		0	0	Average	0	0	0

Queue Response Actions

Queue Plan	Enable	Priority	Min Resp Time	Max Resp Time	Add Time	Add to Phase	Sub from Phases	Call Phases	Temp Pattern	Disable Prioritors
1	Disable	1	0	0	0	0			0	
2	Disable	1	0	0	0	0			0	
3	Disable	1	0	0	0	0			0	
4	Disable	1	0	0	0	0			0	

Controller > User Programs

MM > 2. Controller > 9. More > 7. User Programs

Program 1

Enabled

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Delay	Extend	Description
1	Unit Stop Time	1	R=A	Aux Switch State	0	None	0	0.0	0.0	AUX switch Stop Time
2	None	0	R=A	Auto Flash	1	None	0	0.0	2.0	Auto Flash On
3	Ext Start	1	R=(A > B)	Prev Line	0	Auto Flash	1	0.0	0.0	Auto Flash exit external start
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	
11	None	0	None	None	0	None	0	0.0	0.0	
12	None	0	None	None	0	None	0	0.0	0.0	
13	None	0	None	None	0	None	0	0.0	0.0	
14	None	0	None	None	0	None	0	0.0	0.0	
15	None	0	None	None	0	None	0	0.0	0.0	

Program 2

Enabled

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	None	0	None	None	0	None	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	
11	None	0	None	None	0	None	0	0.0	0.0	
12	None	0	None	None	0	None	0	0.0	0.0	
13	None	0	None	None	0	None	0	0.0	0.0	
14	None	0	None	None	0	None	0	0.0	0.0	
15	None	0	None	None	0	None	0	0.0	0.0	

0 - Governor Dr @ Radcliffe Dr

INTERSECTION: Governor Dr & Regents Rd

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street Name: **Regents Rd**
E/W Street Name: **Governor Dr**

Last Database Change:

Change Record		
Timing Sheet By	Approved By	Date
KT	EPF	

Free Lag <C/1+F+0>: _2_4_6_8

Notes: *DW # 25901-D*

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

NTOR blank-out sign connected to phase 2 Ped Yellow (Pin 35)
Special Ped Timing on Weekends
Delay A = phase 2 FDW + phase 2 Yellow Change (Round up)

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number		<C/0+0+0>
Zone Number		<C/0+0+1>
Area Number		<C/0+0+2>
Area Address		<C/0+0+3>
QuicNet Channel		(QuicNet)

Communication Addresses

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>
FYA Red Revert	0.0	<F/1+0+5>
OVLP CHG Red	0.0	<F/1+0+3>

Start / Revert Times

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

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

		Governor		Regents		Governor		Regents
		Phase						
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->	↓	- - - →		↓	→	← - - -		↑
0	Ped Walk		7		7		7		7
1	Ped FDW		21		24		22		21
2	Min Green	4	4		4	4	7		7
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	4.5		2.0	2.0	5.0		4.3
6	Max Gap	2.0	4.5		2.0	2.0	5.0		4.3
7	Min Gap	2.0	0.2		2.0	2.0	0.2		0.2
8	Max Limit	30	60		50	30	60		50
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW		1		1		1		1
C	Cond Serv Check								
D	Reduce Every		0.7				0.6		0.7
E	Yellow Change	3.4	4.3		3.9	3.4	3.9		5.0
F	Red Clear	1.0	1.0		1.0	1.0	1.0		1.0

Phase Timing - Bank 1 <F/1+Phase+Row>

	0	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing <F/1+E+Row>

	F	Row
Permit	12_456_8	0
Red Lock		1
Yellow Lock		2
Min Recall	4 8	3
Ped Recall		4
View Set Peds	_2_4_6_8	5
Rest In Walk		6
Red Rest		7
Dual Entry	4 8	8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	2 6	E
First Phases	4 8	F

Phase Functions <F/1+F+Row>

How to Set Page Access Code: F/1 -- C + 0 + F = 1

INTERSECTION: Governor Dr & Regents Rd

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

Overlap Assignments <E/29+Column+Row>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = Reserved
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

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

Preempt Priority <E/125+C+Row>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 34
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	3
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Configuration <E/125+F+Row>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <F/2+F+Row>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 =
5 =
6 = Simplex Master
7 =
8 = Offset Interrupter

Row		2
0	Phase 1	10
1	Phase 2	10
2	Phase 3	10
3	Phase 4	10
4	Phase 5	10
5	Phase 6	10
6	Phase 7	10
7	Phase 8	10

Coordination Transition Minimums <C/5+2+Row>

INTERSECTION: Governor Dr & Regents Rd

Column Numbers ---->	0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2I2U	39	45_7	2	123		1.8
1	6J2U	40	45_7	6	123		1.8
2		41	45_7	4	123		
3		42	45_7	8	123		
4		43	45_7	2	123		
5		44	45_7	6	123		
6		45	45_7	4	123		
7		46	45_7	8	123		
8		47	67	2	123		
9		48	67	6	123		
A		49	67	4	123		
B		50	67	8	123		
C		55	45_7	5	123		
D		56	45_7	1	123		
E		57	45_7	7	123		
F		58	45_7	3	123		

	4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7	5	123		
1		60	45_7	1	123		
2		61	45_7	7	123		
3		62	45_7	3	123		
4		63	45_7	2	123		
5		64	45_7	6	123		
6		65	45_7	4	123		
7	8J7U	66	45_7	8	123		1.8
8		67	2	2	123		
9		68	2	6	123		
A		69	2	4	123		
B		70	2	8	123		
C		76	45_7	2	123		
D		77	45_7	6	123		
E		78	45_7	4	123		
F		79	45_7	8	123		

Detector Assignments <E/126+Column+Row> **<D/0+Column+Row>**

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

	B	Row
One-Shot	0	8
Ext. Timer	0	9
DELAY-A	26	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<D/0+B+Row> (seconds)

INTERSECTION: Governor Dr & Regents Rd

TOD Coordination <9/0.1+Row> (Bank 1)

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function <7/0.1+Row> <E/27+4+Row>

Row	Time	Funct	Day of Week	Column 4 Phases/Bits
0	17 : 00	4	6	2 6
1	17 : 00	6	6	2 6
2	21 : 00	4	6	
3	21 : 00	6	6	
4	08 : 30	4	7	2 6
5	08 : 30	6	7	2 6
6	20 : 00	4	7	
7	20 : 00	6	7	
8	14 : 45	C	23456	1
9	17 : 00	C	23456	
A	17 : 00	3	6	2 6
B	21 : 00	3	6	4 8
C	08 : 30	3	7	2 6
D	20 : 00	3	7	4 8
E				
F				

Holiday Dates <8/1.1+Row> (Bank 1)

Day	Year	Month	Holiday Type

Holiday Events <9/1.1+Row> (Bank 1)

Time	Plan	Offset	Holiday Type

TOD Coordination <C+0+9=0.2> (Bank 2)

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

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

Time	Funct	Holiday Type	Column 4 Phases/Bits

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

Day	Year	Month	Holiday Type

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

Time	Plan	Offset	Holiday Type

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

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

INTERSECTION: Governor Dr & Regents Rd

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

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9
	Plan Name ---->									
0	Cycle Length									
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff									
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff									
6	Phase 6 - ForceOff									
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset 1									
B	Offset 2									
C	Offset 3									
D	Perm 1 - End									
E	Hold Release									
F	Reserved									

Coordination - Bank 1 <C/1+Plan+Row>

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

Sync Phases <C/1+E+Row>

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

Coordination - Bank 2 <C/2+Plan+Row>

Row	F
0	Free Lag
1	Plan 1 - Lag
2	Plan 2 - Lag
3	Plan 3 - Lag
4	Plan 4 - Lag
5	Plan 5 - Lag
6	Plan 6 - Lag
7	Plan 7 - Lag
8	Plan 8 - Lag
9	Plan 9 - Lag
A	External Lag
B	Lag Hold
C	
D	
E	
F	

Lag Phases <C/1+F+Row>

Coordination Timing By:
Date:

INTERSECTION: Governor Dr & Regents Rd

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	One-Shot Timer	Latch 1 Set	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term 0	0
1	AND-5 (a)	Latch 1 Reset	NOT-4	Reserved	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A 71	1
2	AND-5 (b)	Latch 2 Set	OR-4 (a)	Reserved	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B 72	2
3	AND-6 (a)	Latch 2 Reset	OR-4 (b)	Reserved	Plan 3	Gate Down	Offset 2 (7-Wire)	EV-C 73	3
4	AND-6 (b)	NAND-3 (a)	OR-5 (a)	Reserved	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D 74	4
5	Reserved	NAND-3 (b)	OR-5 (b)	Reserved	Plan 5	Stop Time 82	Free (7-Wire)	RR-1 51	5
6	Reserved	NAND-4 (a)	OR-6 (a)	Reserved	Plan 6	Flash Sense 81	Flash (7-Wire)	RR-2 52	6
7	Reserved	NAND-4 (b)	OR-6 (b)	Reserved	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	Spec. Funct. 1	OR-7 (a)	EXTMR	Reserved	Plan 8	Man. Advance	NOT-1 11	Spec. Event 2	8
9	Spec. Funct. 2	OR-7 (b)	Reserved	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2 201	External Lag	9
A	Spec. Funct. 3	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A 200	Phase Bank 2	OR-1 (a) 11	AND-1 (a)	A
B	Spec. Funct. 4	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b) 202	AND-1 (b)	B
C	Reserved	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	Reserved	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	Reserved	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	Reserved	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs <E/126+Column+Row>

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Reserved	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1 200	TOD Out 1	Dial 2 (7-Wire)	0
1	Reserved	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1 35	TOD Out 2	Dial 3 (7-Wire)	1
2	Reserved	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Reserved	Phase ON - 4	Sp Evnt Out 3	EXTMR	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Reserved	Phase ON - 5	Sp Evnt Out 4	One-Shot Timer	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Reserved	Phase ON - 6	Sp Evnt Out 5	Reserved	Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Reserved	Phase ON - 7	Sp Evnt Out 6	Latch 1	Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Reserved	Phase ON - 8	Sp Evnt Out 7	Latch 2	Plan 7	NOT-2 202	TOD Out 8	Preempt	7
8	Flh Yell Arrow 1	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Green 1	Ph. Check - 2	Coord On	NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Flh Yell Arrow 3	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A 201	Low Priority C	A
B	Green 3	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Flh Yell Arrow 5	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C	AND-5	C
D	Green 5	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D	AND-6	D
E	Flh Yell Arrow 7	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E	Reserved	E
F	Green 7	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F	Reserved	F

Assignable Outputs <E/127+Column+Row>

INTERSECTION: Governor Dr & Regents Rd

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Hawk Select	0	<F/1+0+4>

Hawk Select 200 = Mid-Block, 201 = Hawk

Address	0	<C/1+0+6>
Select Parity	0	<C/1+0+5>

AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time	0	<C/5+2+E>
Max Cycle Time	20	<C/5+2+F>

Yellow Yield Coordination

	12345678	
Omit Alarm	#NAME?	

Local Alarm Disable <C/5+F+0>

IEN Status	1	<C/5+1+B>
Synch Time	0.0	<C/5+1+C>

Other Parameters

Row		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

INTERSECTION: Governor Dr & Regents Rd

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

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

Notes:

[ ] <E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

[ ] <E/28+5+F>
Limited Service Interval

INTERSECTION: GOVERNOR DR @ SCRIPPS ST

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

N/S Street Name: **SCRIPPS ST**
E/W Street Name: **GOVERNOR DR**

Last Database Change: **NA**
Date Implemented:

Change Record		
Timing Sheet By	Approved By	Date
LLA	**AL3**	**12/15/2021**

Free Lag <C/1+F+0> **_2_4_6_8**

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number		<C/0+0+0>
Zone Number		<C/0+0+1>
Area Number		<C/0+0+2>
Area Address		<C/0+0+3>
Transparity Chan.		(Transparity)

Communication Addresses

Manual Plan	**14**	<C/0+A+1>
Manual Offset	**0**	<C/0+B+1>

Manual Selection

Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**0.0**	<F/1+C+0>
FYA Red Revert	**0.0**	<F/1+0+5>
OVLP CHG Red	**0.0**	<F/1+0+3>

Start / Revert Times

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

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

Row	Phase Names ---->	GOVERNOR			DRIVEWAY		GOVERNOR		SCRIPPS	Row
	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	
0	Ped Walk		**7**		**7**		**7**		**7**	0
1	Ped FDW		**13**		**23**		**19**		**22**	1
2	Min Green	**4**	**10**		**4**	**4**	**10**		**4**	2
3	Type 3 Disconnect									3
4	Added per Vehicle									4
5	Veh Extension	**2.0**	**2.7**		**3.0**	**2.0**	**2.6**		**2.0**	5
6	Max Gap	**2.0**	**2.7**		**3.0**	**2.0**	**2.6**		**2.0**	6
7	Min Gap	**2.0**	**0.2**		**3.0**	**2.0**	**0.2**		**2.0**	7
8	Max Limit	**30**	**60**		**30**	**30**	**60**		**30**	8
9	Max Limit 2									9
A	Adv. / Delay Walk				**7**				**7**	A
B	PE Min Ped FDW		**1**		**1**		**1**		**1**	B
C	Cond Serv Check									C
D	Reduce Every		**1.2**				**1.3**			D
E	Yellow Change	**3.4**	**3.9**		**3.9**	**3.4**	**3.9**		**3.9**	E
F	Red Clear	**1.0**	**1.0**		**1.0**	**1.0**	**1.0**		**1.0**	F

Phase Timing - Bank 1 <F/1+Phase+Row>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	
EV-A Clear	
EV-B Delay	
EV-B Clear	
EV-C Delay	
EV-C Clear	
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing <F/1+E+Row>

	F	Row
Permit	**12_456_8**	0
Red Lock		1
Yellow Lock		2
Min Recall	**_2___6__**	3
Ped Recall		4
View Set Peds		5
Rest In Walk		6
Red Rest		7
Dual Entry	**___4___8**	8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	**_2____6__**	E
First Phases	**___4___8**	F

Phase Functions <F/1+F+Row>

How to Set Page Access Code: F/1 -- C + 0 + F = 1

INTERSECTION: GOVERNOR DR @ SCRIPPS ST

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

Overlap Assignments <E/29+Column+Row>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = Reserved
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

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

Preempt Priority <E/125+C+Row>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	_2__5___
B	EV-B Phases	
C	EV-C Phases	1____6__
D	EV-D Phases	
E	Extra 1 Config. Bits	1_345___
F	IC Select (Interconnect)	_2_____

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	_2_____
Ped for 6P Output	_____6__
Ped for 4P Output	___4____
Ped for 8P Output	_______8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	__3_____

Configuration <E/125+F+Row>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	___4___8
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12_456_8
Start-up Ped Calls	_2_4_6_8

Specials <F/2+F+Row>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 =
5 =
6 = Simplex Master
7 =
8 = Offset Interrupter

Row		2	Row
0			0
1	Phase 1	10	1
2	Phase 2	10	2
3	Phase 3	10	3
4	Phase 4	10	4
5	Phase 5	10	5
6	Phase 6	10	6
7	Phase 7	10	7
8	Phase 8	10	8
9			9
A			A
B			B
C			C
D			D
E			E
F			F

Coordination Transition Minimums <C/5+2+Row>

INTERSECTION: GOVERNOR DR @ SCRIPPS ST

Column Numbers ---->		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2I2U ADV	39	___45_7_	_2_____	123____8		1.8
1	6J2U ADV	40	___45_7_	_____6__	123____8		1.8
2	4I6U ST	41	___45_7_	___4____	123____8		
3	8J6U ST	42	___45_7_	_______8	123____8		
4	2I2L ST	43	___45_7_	_2_____	123____8		
5	6J2L ST	44	___45_7_	_____6__	123____8		
6	4I6L	45	___45_7_	___4____	123_____		
7	8J6L	46	___45_7_	_______8	123_____		
8	2I4	47	_____67_	_2_____	123_____		
9	6J4	48	_____67_	_____6__	123_____		
A	4I8	49	_____67_	___4____	123_____		
B	8J8	50	_____67_	_______8	123_____		
C	5J1 LT	55	___45_7_	____5___	123____8		
D	1I1 LT	56	___45_7_	1_______	123____8		
E	7J5	57	___45_7_	_______7	123_____		
F	3I5	58	___45_7_	__3_____	123_____		

		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5J9U	59	___45_7_	____5___	123_____		
1	1I9U	60	___45_7_	1_______	123_____		
2	7J9L	61	___45_7_	_______7	123_____		
3	3I9L	62	___45_7_	__3_____	123_____		
4	2I3U	63	___45_7_	_2_____	123_____		
5	6J3U	64	___45_7_	_____6__	123_____		
6	4I7U	65	___45_7_	___4____	123_____		
7	8J7U	66	___45_7_	_______8	123_____		
8	2P I12U	67	_2_____	_2_____	123_____		
9	6P I13U	68	_2_____	_____6__	123_____		
A	4P I12L	69	_2_____	___4___8	123_____		
B	8P I13L	70	_2_____	___4___8	123_____		
C	2I3L	76	___45_7_	_2_____	123_____		
D	6J3L	77	___45_7_	_____6__	123_____		
E	4I7L	78	___45_7_	___4____	123_____		
F	8J7L	79	___45_7_	_______8	123_____		

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0	**<E/125+D+0>**

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

	B	Row
One-Shot	0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<D/0+B+Row> (seconds)

INTERSECTION: GOVERNOR DR @ SCRIPPS ST

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
17 : 00	4	_____6_	_2___6__
17 : 00	6	_____6_	_2___6__
21 : 00	4	_____6_	
21 : 00	6	_____6_	
08 : 30	4	_____7	_2___6__
08 : 30	6	_____7	_2___6__
20 : 00	4	_____7	
20 : 00	6	_____7	

TOD Function **<7/0.1+Row>** **<E/27+4+Row>**

Day	Year	Month	Holiday Type

Holiday Dates <8/1.1+Row>
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>
(Bank 1)

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits

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

Day	Year	Month	Holiday Type

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

Time	Plan	Offset	Holiday Type

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

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

INTERSECTION: GOVERNOR DR @ SCRIPPS ST

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

		Plan								
	Column Numbers ---->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Row	*Plan Name ---->*									
0	Cycle Length									
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff									
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff									
6	Phase 6 - ForceOff									
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset 1									
B	Offset 2									
C	Offset 3									
D	Perm 1 - End									
E	Hold Release									
F	Reserved									

Coordination - Bank 1 <C/1+Plan+Row>

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

Sync Phases <C/1+E+Row>

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

Coordination - Bank 2 <C/2+Plan+Row>

Row	**F**	Row
0	Free Lag	**0**
1	Plan 1 - Lag	**1**
2	Plan 2 - Lag	**2**
3	Plan 3 - Lag	**3**
4	Plan 4 - Lag	**4**
5	Plan 5 - Lag	**5**
6	Plan 6 - Lag	**6**
7	Plan 7 - Lag	**7**
8	Plan 8 - Lag	**8**
9	Plan 9 - Lag	**9**
A	External Lag	**A**
B	Lag Hold	**B**
C		**C**
D		**D**
E		**E**
F		**F**

Lag Phases <C/1+F+Row>

Coordination Timing By:
Date:

INTERSECTION: GOVERNOR DR @ SCRIPPS ST

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	One-Shot Timer		Latch 1 Set		NOT-3		Max 2		Pretimed		Set Monday		Dial 2 (7-Wire)		Sim Term	0	0
1	AND-5 (a)		Latch 1 Reset		NOT-4		Reserved		Plan 1		Ext. Perm 1		Dial 3 (7-Wire)		EV-A	71	1
2	AND-5 (b)		Latch 2 Set		OR-4 (a)		Reserved		Plan 2		Ext. Perm 2		Offset 1 (7-Wire)		EV-B	72	2
3	AND-6 (a)		Latch 2 Reset		OR-4 (b)		Reserved		Plan 3		Gate Down		Offset 2 (7-Wire)		EV-C	73	3
4	AND-6 (b)		NAND-3 (a)		OR-5 (a)		Reserved		Plan 4		Set Clock		Offset 3 (7-Wire)		EV-D	74	4
5	Reserved		NAND-3 (b)		OR-5 (b)		Reserved		Plan 5		Stop Time	82	Free (7-Wire)		RR-1	51	5
6	Reserved		NAND-4 (a)		OR-6 (a)		Reserved		Plan 6		Flash Sense	81	Flash (7-Wire)		RR-2	52	6
7	Reserved		NAND-4 (b)		OR-6 (b)		Reserved		Plan 7		Manual Enable		Excl. Ped Omit		Spec. Event 1		7
8	Spec. Funct. 1		OR-7 (a)		EXTMR		Reserved		Plan 8		Man. Advance		NOT-1		Spec. Event 2		8
9	Spec. Funct. 2		OR-7 (b)		Reserved		Max Inhibit (nema)		Plan 9		External Alarm		NOT-2		External Lag		9
A	Spec. Funct. 3		OR-7 (c)		AND-4 (a)		Force A (nema)		DELAY-A		Phase Bank 2		OR-1 (a)		AND-1 (a)		A
B	Spec. Funct. 4		OR-7 (d)		AND-4 (b)		Force B (nema)		DELAY-B		Phase Bank 3		OR-1 (b)		AND-1 (b)		B
C	Reserved		OR-8 (a)		NAND-1 (a)		C.N.A. (nema)		DELAY-C		Overlap Set 2		OR-2 (a)		AND-2 (a)		C
D	Reserved		OR-8 (b)		NAND-1 (b)		Hold (nema)		DELAY-D		Overlap Set 3		OR-2 (b)		AND-2 (b)		D
E	Reserved		OR-8 (c)		NAND-2 (a)		Max Recall		DELAY-E		Detector Set 2		OR-3 (a)		AND-3 (a)		E
F	Reserved		OR-8 (d)		NAND-2 (b)		Min Recall		DELAY-F		Detector Set 3		OR-3 (b)		AND-3 (b)		F

Assignable Inputs <E/126+Column+Row>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Reserved		Phase ON - 1		Preempt Fail		Flasher 0		Free		NOT-1		TOD Out 1		Dial 2 (7-Wire)		0
1	Reserved		Phase ON - 2		Sp Evnt Out 1		Flasher 1		Plan 1		OR-1		TOD Out 2		Dial 3 (7-Wire)		1
2	Reserved		Phase ON - 3		Sp Evnt Out 2		Fast Flasher		Plan 2		OR-2		TOD Out 3		Offset 1 (7-Wire)		2
3	Reserved		Phase ON - 4		Sp Evnt Out 3		EXTMR		Plan 3		OR-3		TOD Out 4		Offset 2 (7-Wire)		3
4	Reserved		Phase ON - 5		Sp Evnt Out 4		One-Shot Timer		Plan 4		AND-1		TOD Out 5		Offset 3 (7-Wire)		4
5	Reserved		Phase ON - 6		Sp Evnt Out 5		Reserved		Plan 5		AND-2		TOD Out 6		Free (7-Wire)		5
6	Reserved		Phase ON - 7		Sp Evnt Out 6		Latch 1		Plan 6		AND-3		TOD Out 7		Flash (7-Wire)		6
7	Reserved		Phase ON - 8		Sp Evnt Out 7		Latch 2		Plan 7		NOT-2		TOD Out 8		Preempt		7
8	Flh Yell Arrow 1		Ph. Check - 1		Sp Evnt Out 8		NOT-3		Plan 8		EV-A		Adv. Warn - 1		Low Priority A		8
9	Green 1		Ph. Check - 2		Coord On		NOT-4		Plan 9		EV-B		Adv. Warn - 2		Low Priority B		9
A	Flh Yell Arrow 3		Ph. Check - 3		Detector Fail		OR-4		Spec. Funct. 3		EV-C		DELAY-A		Low Priority C		A
B	Green 3		Ph. Check - 4		Spec. Funct. 1		OR-5		Spec. Funct. 4		EV-D		DELAY-B		Low Priority D		B
C	Flh Yell Arrow 5		Ph. Check - 5		Spec. Funct. 2		OR-6		NAND-3		RR-1		DELAY-C		AND-5		C
D	Green 5		Ph. Check - 6		Central Control		AND-4		NAND-4		RR-2		DELAY-D		AND-6		D
E	Flh Yell Arrow 7		Ph. Check - 7		Excl. Ped DW		NAND-1		OR-7		Spec. Event 1		DELAY-E		Reserved		E
F	Green 7		Ph. Check - 8		Excl. Ped WK		NAND-2		OR-8		Spec. Event 2		DELAY-F		Reserved		F

Assignable Outputs <E/127+Column+Row>

INTERSECTION: GOVERNOR DR @ SCRIPPS ST

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	**0.3**	<C/5+1+9>

TBC Transition

Hawk Select	**0**	<F/1+0+4>

Hawk Select 200 = Mid-Block, 201 = Hawk

Address	**0**	<C/1+0+6>
Select Parity	**0**	<C/1+0+5>

AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	**3**	<C/5+2+A>
Begin Week	**2**	<C/5+2+B>
End Month	**11**	<C/5+2+C>
End Week	**1**	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	**0.0**	<F/1+C+E>
Phase Number	**0**	<F/1+C+F>

Advance Warning Beacon - Sign 1

Row		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Time B4 Yellow	**0.0**	<F/1+D+E>
Phase Number	**0**	<F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time	**0**	<C/5+2+E>
Max Cycle Time	**20**	<C/5+2+F>

Yellow Yield Coordination

Omit Alarm	**#NAME?**

Local Alarm Disable <C/5+F+0>

IEN Status	**1**	<C/5+1+B>
Synch Time	**0.0**	<C/5+1+C>

Other Parameters

INTERSECTION: GOVERNOR DR @ SCRIPPS ST

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

<E/27+5+F>

Limited Service Interval

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

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

<E/28+5+F>

Limited Service Interval

Special Event Schedule -- Table 2 <C+0+E=28>

INTERSECTION: GOVERNOR DR @ SCRIPPS ST

Min Time (seconds)	4	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	10	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	0	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel	#NAME?	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Row		
C	Bus Headway	0
D	Bus Delay	0
E	Max Early Grn	0
F	Max Grn Ext.	0

Priority Parameters
<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Headway Schedule <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

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

N/S Street Name: **STADIUM ST**
E/W Street Name: **GOVERNOR DR**

Last Database Change:
Date Implemented:

Change Record		
Timing Sheet By	Approved By	Date
LLA	**AL3**	**12/15/2021**

Free Lag <C/1+F+0> **_2_4_6_8**

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Communication Addresses

Drop Number		<C/0+0+0>
Zone Number		<C/0+0+1>
Area Number		<C/0+0+2>
Area Address		<C/0+0+3>
Transparity Chan.		(Transparity)

Manual Selection

Manual Plan	**14**	<C/0+A+1>
Manual Offset	**0**	<C/0+B+1>

Start / Revert Times

Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**0.0**	<F/1+C+0>
FYA Red Revert	**0.0**	<F/1+0+5>
OVLP CHG Red	**0.0**	<F/1+0+3>

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

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

Phase Timing - Bank 1 <F/1+Phase+Row>

		GOVERNOR		STADIUM		GOVERNOR		STADIUM
	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk		7		7		7		7
1	Ped FDW		12		21		13		22
2	Min Green	4	10		4	4	10		4
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	4.0		2.0	2.0	2.7		2.0
6	Max Gap	2.0	4.0		2.0	2.0	2.7		2.0
7	Min Gap	2.0	0.2		2.0	2.0	0.2		2.0
8	Max Limit	30	60		40	30	60		40
9	Max Limit 2								
A	Adv. / Delay Walk				7				7
B	PE Min Ped FDW		1		1		1		1
C	Cond Serv Check								
D	Reduce Every		0.7				1.2		
E	Yellow Change	3.4	3.9		3.9	3.4	3.9		3.9
F	Red Clear	1.0	1.0		1.0	1.0	1.0		1.0

Alternate Timing <F/1+Column+Phase>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
	Max Initial	Alternate Walk	Alternate FDW	Alternate Initial	Alternate Extension

Preempt Timing <F/1+E+Row>

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

Phase Functions <F/1+F+Row>

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

How to Set Page Access Code: F/1 -- C + 0 + F = 1

INTERSECTION: GOVERNOR DR @ STADIUM ST

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

Overlap Assignments <E/29+Column+Row>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = Reserved
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

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

Preempt Priority <E/125+C+Row>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	_2__5___
B	EV-B Phases	___4____
C	EV-C Phases	1____6__
D	EV-D Phases	_______8
E	Extra 1 Config. Bits	1_345___
F	IC Select (Interconnect)	_2_____

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	_2_____
Ped for 6P Output	_____6__
Ped for 4P Output	___4____
Ped for 8P Output	_______8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	__3_____

Configuration <E/125+F+Row>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	___4___8
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12_456_8
Start-up Ped Calls	_2_4_6_8

Specials <F/2+F+Row>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 =
5 =
6 = Simplex Master
7 =
8 = Offset Interrupter

Row		2	Row
0			0
1	Phase 1	10	1
2	Phase 2	10	2
3	Phase 3	10	3
4	Phase 4	10	4
5	Phase 5	10	5
6	Phase 6	10	6
7	Phase 7	10	7
8	Phase 8	10	8
9			9
A			A
B			B
C			C
D			D
E			E
F			F

Coordination Transition Minimums <C/5+2+Row>

INTERSECTION: GOVERNOR DR @ STADIUM ST

Column Numbers ---->		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2I2U ADV	39	___45_7_	_2_____	123____8		1.8
1	6J2U ADV	40	___45_7_	_____6__	123____8		1.8
2	4I6U SNB	41	___45_7_	___4____	123____8	10.0	
3	8J6U SNB	42	___45_7_	_______8	123____8	10.0	
4	2I2L ADV	43	___45_7_	_2_____	123____8		1.8
5	6J2L ADV	44	___45_7_	_____6__	123____8		1.8
6	4I6L ST	45	___45_7_	___4____	123____8		
7	8J6L ST	46	___45_7_	_______8	123____8		
8	2I4	47	_____67_	_2_____	123_____		
9	6J4	48	_____67_	_____6__	123_____		
A	4I8	49	_____67_	___4____	123_____		
B	8J8	50	_____67_	_______8	123_____		
C	5J1 LT	55	___45_7_	____5___	123____8		
D	1I1 LT	56	___45_7_	1_______	123____8		
E	7J5	57	___45_7_	_____7_	123_____		
F	3I5	58	___45_7_	__3_____	123_____		

		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5J9U	59	___45_7_	____5___	123_____		
1	1I9U	60	___45_7_	1_______	123_____		
2	7J9L	61	___45_7_	_____7_	123_____		
3	3I9L	62	___45_7_	__3_____	123_____		
4	2I3U ST	63	___45_7_	_2_____	123____8		
5	6J3U ST	64	___45_7_	_____6__	123____8		
6	4I7U	65	___45_7_	___4____	123_____		
7	8J7U	66	___45_7_	_______8	123_____		
8	2P I12U	67	_2_____	_2_____	123_____		
9	6P I13U	68	_2_____	_____6__	123_____		
A	4P I12L	69	_2_____	___4___8	123_____		
B	8P I13L	70	_2_____	___4___8	123_____		
C	2I3L	76	___45_7_	_2_____	123_____		
D	6J3L	77	___45_7_	_____6__	123_____		
E	4I7L	78	___45_7_	___4____	123_____		
F	8J7L	79	___45_7_	_______8	123_____		

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

	B	Row
One-Shot	0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<D/0+B+Row> (seconds)

INTERSECTION: GOVERNOR DR @ STADIUM ST

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
17 : 00	4	_____6_	_2___6__
17 : 00	6	_____6_	_2___6__
21 : 00	4	_____6_	
21 : 00	6	_____6_	
08 : 30	4	_____7	_2___6__
08 : 30	6	_____7	_2___6__
20 : 00	4	_____7	
20 : 00	6	_____7	

TOD Function **<7/0.1+Row>** **<E/27+4+Row>**

Day	Year	Month	Holiday Type

Holiday Dates <8/1.1+Row>
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>
(Bank 1)

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits

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

Day	Year	Month	Holiday Type

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

Time	Plan	Offset	Holiday Type

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

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

INTERSECTION: GOVERNOR DR @ STADIUM ST

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

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length										0
1	Phase 1 - ForceOff										1
2	Phase 2 - ForceOff										2
3	Phase 3 - ForceOff										3
4	Phase 4 - ForceOff										4
5	Phase 5 - ForceOff										5
6	Phase 6 - ForceOff										6
7	Phase 7 - ForceOff										7
8	Phase 8 - ForceOff										8
9	Ring Offset										9
A	Offset 1										A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End										D
E	Hold Release										E
F	Reserved										F

Coordination - Bank 1 <C/1+Plan+Row>

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

Sync Phases <C/1+E+Row>

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

Coordination - Bank 2 <C/2+Plan+Row>

Row	F	Row
0	Free Lag	0
1	Plan 1 - Lag	1
2	Plan 2 - Lag	2
3	Plan 3 - Lag	3
4	Plan 4 - Lag	4
5	Plan 5 - Lag	5
6	Plan 6 - Lag	6
7	Plan 7 - Lag	7
8	Plan 8 - Lag	8
9	Plan 9 - Lag	9
A	External Lag	A
B	Lag Hold	B
C		C
D		D
E		E
F		F

Lag Phases <C/1+F+Row>

Coordination Timing By:
Date:

INTERSECTION: GOVERNOR DR @ STADIUM ST

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	One-Shot Timer	Latch 1 Set	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term 0	0
1	AND-5 (a)	Latch 1 Reset	NOT-4	Reserved	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A 71	1
2	AND-5 (b)	Latch 2 Set	OR-4 (a)	Reserved	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B 72	2
3	AND-6 (a)	Latch 2 Reset	OR-4 (b)	Reserved	Plan 3	Gate Down	Offset 2 (7-Wire)	EV-C 73	3
4	AND-6 (b)	NAND-3 (a)	OR-5 (a)	Reserved	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D 74	4
5	Reserved	NAND-3 (b)	OR-5 (b)	Reserved	Plan 5	Stop Time 82	Free (7-Wire)	RR-1 51	5
6	Reserved	NAND-4 (a)	OR-6 (a)	Reserved	Plan 6	Flash Sense 81	Flash (7-Wire)	RR-2 52	6
7	Reserved	NAND-4 (b)	OR-6 (b)	Reserved	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	Spec. Funct. 1	OR-7 (a)	EXTMR	Reserved	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	Spec. Funct. 2	OR-7 (b)	Reserved	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	Spec. Funct. 3	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	Spec. Funct. 4	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	Reserved	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	Reserved	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	Reserved	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	Reserved	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs <E/126+Column+Row>

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Reserved	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Reserved	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Reserved	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Reserved	Phase ON - 4	Sp Evnt Out 3	EXTMR	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Reserved	Phase ON - 5	Sp Evnt Out 4	One-Shot Timer	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Reserved	Phase ON - 6	Sp Evnt Out 5	Reserved	Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Reserved	Phase ON - 7	Sp Evnt Out 6	Latch 1	Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Reserved	Phase ON - 8	Sp Evnt Out 7	Latch 2	Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Flh Yell Arrow 1	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Green 1	Ph. Check - 2	Coord On	NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Flh Yell Arrow 3	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Green 3	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Flh Yell Arrow 5	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C	AND-5	C
D	Green 5	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D	AND-6	D
E	Flh Yell Arrow 7	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E	Reserved	E
F	Green 7	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F	Reserved	F

Assignable Outputs <E/127+Column+Row>

INTERSECTION: GOVERNOR DR @ STADIUM ST

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

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	**0.3**	<C/5+1+9>

TBC Transition

Hawk Select	**0**	<F/1+0+4>

Hawk Select 200 = Mid-Block, 201 = Hawk

Address	**0**	<C/1+0+6>
Select Parity	**0**	<C/1+0+5>

AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	**3**	<C/5+2+A>
Begin Week	**2**	<C/5+2+B>
End Month	**11**	<C/5+2+C>
End Week	**1**	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	**0.0**	<F/1+C+E>
Phase Number	**0**	<F/1+C+F>

Advance Warning Beacon - Sign 1

Row	Phase Names ---->	1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Time B4 Yellow	**0.0**	<F/1+D+E>
Phase Number	**0**	<F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time	**0**	<C/5+2+E>
Max Cycle Time	**20**	<C/5+2+F>

Yellow Yield Coordination

Omit Alarm	**#NAME?**

Local Alarm Disable <C/5+F+0>

IEN Status	**1**	<C/5+1+B>
Synch Time	**0.0**	<C/5+1+C>

Other Parameters

INTERSECTION: GOVERNOR DR @ STADIUM ST

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

<E/27+5+F>

Limited Service Interval

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

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

<E/28+5+F>

Limited Service Interval

Special Event Schedule -- Table 2 <C+0+E=28>