

Traffic Impact Study

# Town Center at Aurora

Aurora, Colorado

Prepared for:

**Washington Prime Group**

**Kimley»Horn**

# T R A F F I C I M P A C T S T U D Y

## **Town Center at Aurora Redevelopment**

Aurora, Colorado

**Prepared for  
Washington Prime Group**

**Prepared by  
Kimley-Horn and Associates, Inc.**  
6200 South Syracuse Way  
Suite 300  
Greenwood Village, Colorado 80111  
(303) 228-2300



March 2024

*This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.*

## TABLE OF CONTENTS

TABLE OF CONTENTS .....	i
LIST OF TABLES .....	ii
LIST OF FIGURES .....	ii
1.0 EXECUTIVE SUMMARY .....	1
2.0 INTRODUCTION .....	5
3.0 EXISTING AND FUTURE CONDITIONS .....	7
3.1 Existing Study Area .....	7
3.2 Existing Roadway Network .....	7
3.3 Existing Traffic Volumes .....	20
3.4 Unspecified Development Traffic Growth .....	23
4.0 PROJECT TRAFFIC CHARACTERISTICS .....	27
4.1 Trip Generation .....	27
4.2 Trip Distribution .....	28
4.3 Traffic Assignment .....	28
4.4 Total (Background Plus Project) Traffic .....	28
5.0 TRAFFIC OPERATIONS ANALYSIS .....	35
5.1 Analysis Methodology .....	35
5.2 Key Intersection Operational Analysis .....	36
5.3 Turn Bay Vehicle Queuing Analysis .....	65
5.4 Sable Boulevard Turn Lane Warrant Evaluation .....	69
5.5 Pedestrian, Bicycle, and Transit Evaluation .....	70
5.6 Improvement Summary .....	71
6.0 CONCLUSIONS AND RECOMMENDATIONS .....	74
<b>APPENDICES</b>	
Appendix A – Intersection Count Sheets and COVID Adjustment	
Appendix B – DRCOG Traffic Projections	
Appendix C – Trip Generation Worksheets	
Appendix D – Signal Timing Worksheets	
Appendix E – Intersection Analysis Worksheets	
Appendix F – Queue Analysis Worksheets	
Appendix G – Conceptual Site Plan	

## LIST OF TABLES

Table 1 – Town Center at Aurora Redevelopment Traffic Generation .....	28
Table 2 – Level of Service Definitions .....	35
Table 3 – Alameda Avenue and Abilene Street (#1) LOS Results .....	37
Table 4 – Alameda Avenue and Crystal Street (#2) LOS Results .....	42
Table 5 – Alameda Avenue and Sable Boulevard (#3) LOS Results .....	45
Table 6 – Mall Ring Road and Crystal Street (#4) LOS Results .....	49
Table 7 – Northwest Mall Entrance and Abilene Street (#5) LOS Results .....	51
Table 8 – Northwest Mall Entrance and Mall Ring Road (#6) LOS Results .....	54
Table 9 – Abilene Street and Southwest Mall Access (#7) LOS Results .....	55
Table 10 – Southwest Mall Access and Mall Ring Road (#8) LOS Results .....	56
Table 11 – Exposition Avenue and South Mall Access (#9) LOS Results .....	57
Table 12 – South Mall Access and Mall Ring Road (#10) LOS Results .....	60
Table 13 – Centrepont Drive and Sable Boulevard (#11) LOS Results .....	61
Table 14 – Centrepont Drive and Mall Ring Road (#12) LOS Results .....	64
Table 15 – Turn Lane Queuing Analysis Results .....	66

## LIST OF FIGURES

Figure 1 – Vicinity Map .....	6
Figure 2 – Surrounding Site Area .....	8
Figure 3 – Existing Geometry and Control .....	19
Figure 4 – Existing Traffic Volumes .....	21
Figure 5 – 2023 Existing Adjusted Traffic Volumes .....	22
Figure 6 – 2025 Background Traffic Volumes .....	24
Figure 7 – 2027 Background Traffic Volumes .....	25
Figure 8 – 2040 Background Traffic Volumes .....	26
Figure 9 – Project Trip Distribution .....	29
Figure 10 – Phase I & II Project Traffic Assignment .....	30
Figure 11 – Full Development Project Traffic Assignment .....	31
Figure 12 – 2025 Total Traffic Volumes .....	32
Figure 13 – 2027 Total Traffic Volumes .....	33
Figure 14 – 2040 Total Traffic Volumes .....	34
Figure 15 – 2025 Recommended Geometry and Control .....	72
Figure 16 – 2045 Recommended Geometry and Control .....	73



## 1.0 EXECUTIVE SUMMARY

---

The Town Center at Aurora is located on the southeast corner of the Alameda Avenue and Abilene Street intersection in Aurora, Colorado. The Town Center at Aurora is planning a redevelopment to include Phase I with 256 multifamily residential units, Phase II with a 119-room hotel, and Phase III with four new restaurants totaling approximately 21,975 square feet. Phase I and II are proposed to be completed in the next couple of years; therefore, analysis was conducted for the 2025. Full buildout of the development was conducted for 2027 as well as the 2040 long-term horizon per City of Aurora requirements.

The purpose of this traffic study is to identify project traffic generation characteristics and potential project traffic related impacts on the local street system, as well as to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the City of Aurora standards and requirements:

1. Alameda Avenue and Abilene Street
2. Alameda Avenue and Crystal Street
3. Alameda Avenue and Sable Boulevard
4. Crystal Street and Mall Ring Road
5. Northwest Mall Access and Abilene Street
6. Northwest Mall Access and Mall Ring Road
7. Abilene Street and Southwest Mall Access
8. Southwest Mall Access and Mall Ring Road
9. Exposition Avenue and South Mall Access
10. South Mall Access and Mall Ring Road
11. Centrepont Drive and Sable Boulevard
12. Centrepont Drive and Mall Ring Road

Regional access to Town Center at Aurora is provided by I-225 while primary access is provided by Alameda Parkway, Exposition Avenue, Sable Boulevard, Abilene Street, and Centrepont Drive. Direct access to the site will continue to be provided by the following existing intersections: Northwest Mall Entrance/Mall Ring Road, Southwest Mall Entrance/Mall Ring Road, South Mall Entrance/Mall Ring Road, Mall Ring Road/Crystal Street, and Centrepont Drive/Mall Ring Road.

Including internal capture for the full buildout, redevelopment project at Town Center at Aurora is expected to generate approximately 3,794 external weekday daily trips with 314 of these trips expected to occur during the morning peak hour and 283 trips occurring during the afternoon peak hour. The first two phases are anticipated to generate 2,082 daily trips with 134 morning peak hour trips and 134 afternoon peak hour trips.

Based on the analysis presented in this report, Kimley-Horn believes the proposed Town Center at Aurora redevelopment will be successfully incorporated into the existing and future roadway network. The proposed project development and expected traffic volumes resulted in the following conclusions and recommendations:

### **2025 Recommendations**

- Optimized signal timing splits with existing cycle lengths will be needed at the Alameda Avenue and Abilene Street (#1) intersection in order to allow for acceptable operations. This includes providing additional green time along Alameda Avenue and for the northbound left turn phase. These optimized signal timing splits will need to be reviewed by the City to ensure the traffic signal progression along Alameda Avenue is acceptable. Of note, the intersection currently operates with unacceptable delays overall and by movement/approach.
- At the NW Mall Access and Abilene Street (#5) signalized intersection, reducing the existing cycle length from 140 seconds to 90 seconds should be considered to shorten vehicle queues and to ensure the queues are managed within the existing turn lane lengths during both peak hours.

### **2040 Recommendations**

- Triple northbound left turn lanes and two northbound through lanes need to be provided in order for the Alameda Avenue and Abilene Street (#1) intersection to operate acceptably. However, it should be noted that an annual traffic growth rate of two percent was applied along Abilene Street which should provide a conservative analysis as the surrounding area is primarily built out. It is believed that traffic growth will likely still occur along Abilene Street as it provides north-south through connectivity; however, a rate of two percent per year is likely higher than what will actually occur along this corridor. It is recommended that the City of

Aurora monitor this intersection in the future to determine if it is operating at City standards with the existing lane configurations.

- Optimized signal timing splits with existing cycle lengths are needed at Crystal Street (#2) and Sable Boulevard (#3) along Alameda Avenue in order to allow for acceptable operations. This includes providing additional green time along Alameda Avenue and for the northbound left turn phase. These optimized signal timing splits may need to be reviewed by the City to ensure the traffic signal progression along Alameda Avenue is acceptable.
- Based on long-term planning level vehicle queues, the City of Aurora could consider implementing northbound dual left turn lanes at the Alameda Avenue and Crystal Street intersection (#2). If northbound dual left turn lanes are ever implemented, the two inbound receiving lanes on the south leg of the Alameda Avenue and Crystal Street intersection should convert to one inbound receiving lane to allow space for the additional left turn lane and to still include a center median along Crystal Street. However, the existing center median along Crystal Street will need to be relocated to the west. To prevent northbound and southbound left turning paths from crossing, the middle lane on the southbound approach of this intersection would need to be converted from a second left turn lane to a through lane while the existing outside shared through/right turn lane would need to be converted to a designated right turn lane. If the intersection improvements are constructed on the northbound approach of Crystal Street at Alameda Avenue, then the two southbound approach lanes at Mall Ring Road/Crystal Street (#4) will need to consolidate to a single lane approach. It is anticipated that the intersection of Mall Ring Road/Crystal Street (#4) will continue to operate acceptably in the long-term horizon with a single southbound lane approach and all-way stop control while also containing southbound vehicle queues prior to Alameda Avenue. Lastly, the City of Aurora could consider roundabout control in the future at the intersection of Mall Ring Road/Crystal Street (#4); therefore, an alternative analysis has been provided with this intersection being evaluated as a single lane roundabout. However, through coordination with the City of Aurora, additional analysis will need to be conducted in the future to determine if roundabout control is feasible and suitable for the intersection of Mall Ring Road/Crystal Street (#4).

### **General Recommendations**

- Any on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to City of Aurora Standards as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).

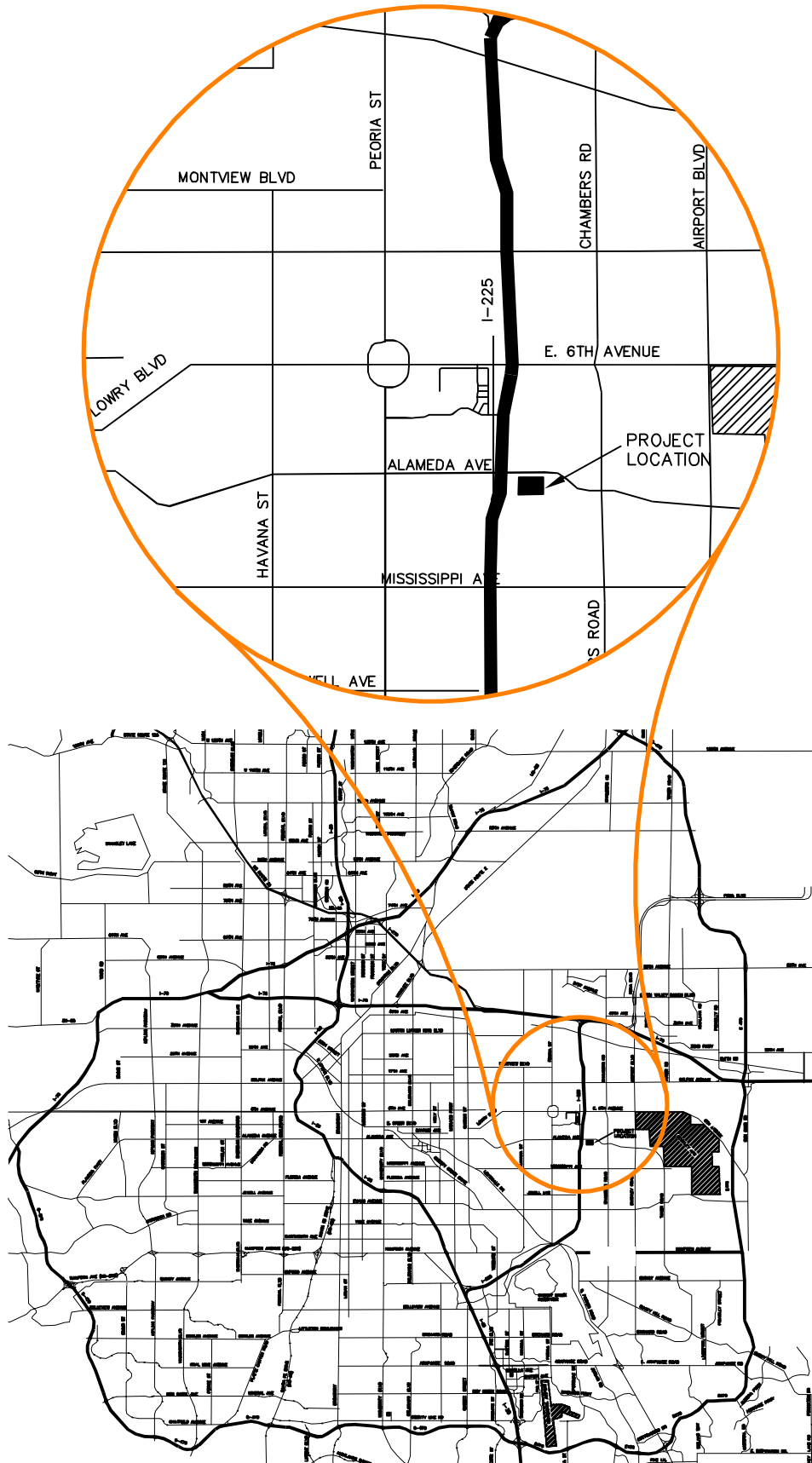
## 2.0 INTRODUCTION

---

Kimley-Horn and Associates, Inc. has prepared this report to document the results of a Traffic Impact Study of future traffic conditions associated with a proposed mixed-use redevelopment of Town Center at Aurora located on the southeast corner of the Alameda Avenue and Abilene Street intersection in Aurora, Colorado. A vicinity map illustrating the project location is shown in **Figure 1**. The Town Center at Aurora is planning a redevelopment to include Phase I with 256 multifamily residential units, Phase II with a 119-room hotel, and Phase III with four new restaurants totaling approximately 21,975 square feet. A conceptual site plan illustrating the development is shown in **Appendix G**. Phase I and II are proposed to be completed in the next couple of years; therefore, analysis was conducted for the 2025. Full buildout of the development was conducted for 2027 as well as the 2040 long-term horizon per City of Aurora requirements.

The purpose of this traffic study is to identify project traffic generation characteristics and potential project traffic related impacts on the local street system, as well as to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the City of Aurora standards and requirements:

1. Alameda Avenue and Abilene Street
2. Alameda Avenue and Crystal Street
3. Alameda Avenue and Sable Boulevard
4. Crystal Street and Mall Ring Road
5. Northwest Mall Access and Abilene Street
6. Northwest Mall Access and Mall Ring Road
7. Abilene Street and Southwest Mall Access
8. Southwest Mall Access and Mall Ring Road
9. Exposition Avenue and South Mall Access
10. South Mall Access and Mall Ring Road
11. Centrepont Drive and Sable Boulevard
12. Centrepont Drive and Mall Ring Road



TOWN CENTER AT AURORA  
AURORA, COLORADO  
VICINITY MAP

FIGURE 1

## 3.0 EXISTING AND FUTURE CONDITIONS

---

### 3.1 Existing Study Area

The proposed redevelopment projects evaluated within this traffic study will be constructed in parking lots located primarily to the north of the existing Town Center at Aurora shopping center. The multifamily residential is proposed to the east along Sable Boulevard. The extended surrounding area north and south of the site consists of retail and restaurants. The area east of the existing Town Center at Aurora mall mainly consists of undeveloped land parcels. West of the site, across I-225, are single family homes. The land uses and roadway network surrounding the site are shown in the aerial of **Figure 2**.

### 3.2 Existing Roadway Network

Regional access to Town Center at Aurora is provided by I-225 while primary access is provided by Alameda Parkway, Exposition Avenue, Sable Boulevard, Abilene Street, and Centrepoint Drive. Direct access to the site will continue to be provided by the following existing intersections: Northwest Mall Entrance/Mall Ring Road, Southwest Mall Entrance/Mall Ring Road, South Mall Entrance/Mall Ring Road, Mall Ring Road/Crystal Street, and Centrepoint Drive/Mall Ring Road.

Alameda Avenue extends east-west with three through lanes in each direction, a raised median and a posted speed limit of 40 miles per hour. Exposition Avenue extends east-west with one through lane in each direction and a posted speed limit of 30 miles per hour. RTD Lightrail tracks run along the median of Exposition Avenue in the study area which separate the through lanes.

Abilene Street extends north-south with two through lanes in each direction, a raised median and striped median providing left turn lanes at major intersections with a posted speed limit of 30 miles per hour. Crystal Street extends north-south for approximately a quarter mile with two lanes in each direction and no observed posted speed limit. Sable Boulevard extends north-south with two through lanes in each direction and a posted speed limit of 35 miles per hour.





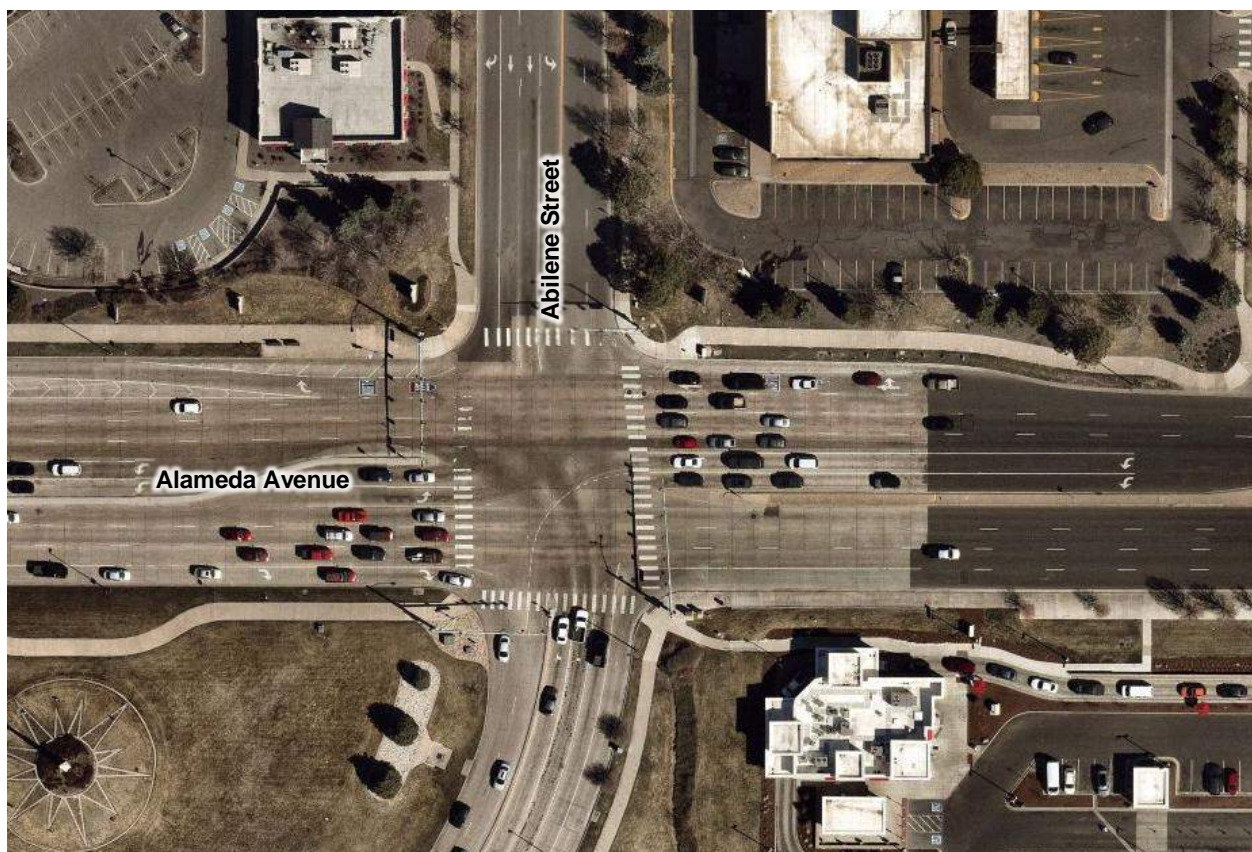
TOWN CENTER AT AURORA  
AURORA, COLORADO  
SITE AREA

FIGURE 2



Centrepont Drive extends east-west for approximately half-mile with two lanes in each direction of travel, a center two-way left turn lane (TWLTL) or designated left turn lanes and a posted speed limit of 30 miles per hour. The Mall Ring Road loops around Aurora Town Center shopping center with one through lane in each direction, a center TWLTL and a posted speed limit of 20 miles per hour.

The intersection of Alameda Avenue and Abilene Street (#1) is signalized with protected only left turn phasing on all four approaches. The eastbound Alameda Avenue approach provides dual left turn lanes, three through lanes and a right turn lane. The westbound Alameda Avenue approach provides dual left turn lanes and four through lanes with the outside lane being a shared through/right turn lane. The northbound Abilene Street approach provides dual left turn lanes, a through lane, and a right turn lane. The southbound Abilene Street approach provides a left turn lane, two through lanes, and a right turn lane. An aerial photo of the existing intersection configuration is below (north is up - typical).



*Alameda Avenue and Abilene Street (#1)*

The intersection of Alameda Avenue and Crystal Street (#2) is signalized with protected-permitted left turn phasing on all approaches. The eastbound Alameda Avenue approach provides dual left turn lanes, three through lanes, and a continuous right turn lane. The westbound Alameda Avenue approach provides a left turn lane and three through lanes with the outside lane being a shared through/right turn lane. The northbound private access Crystal Street approach provides a left turn lane and a shared through/right turn lane. The southbound Crystal Street approach provides dual left turn lanes and a shared through/right turn lane. An aerial photo of the existing intersection configuration is below.



*Alameda Avenue and Crystal Street (#2)*



The intersection of Alameda Avenue and Sable Boulevard (#3) is signalized with protected-permitted left turn phasing on all approaches. RTD Lightrail railroad tracks run north-south across the east leg of the intersection, therefore the signalized intersection operates with railroad pre-emption. The eastbound Alameda Avenue approach provides a left turn lane, three through lanes, and a right turn lane. The westbound Alameda Avenue approach provides dual left turn lanes, three through lanes, and a right turn lane. The northbound and southbound Sable Boulevard approaches provide dual left turn lanes, two through lanes, and a right turn lane. An aerial photo of the existing intersection configuration is below.



*Alameda Avenue and Sable Boulevard (#3)*

The intersection of Mall Ring Road and Crystal Street (#4) operates with stop control on all three approaches. The eastbound approach consists of a left turn lane and a through lane. The westbound approach consists of a shared through/right turn lane. The southbound entrance approach consists of a left turn lane and a right turn lane. An aerial photo of the existing intersection configuration is below.



*Mall Ring Road and Crystal Street (#4)*



The intersection of Northwest Mall Access and Abilene Street (#5) is signalized with protected-permitted left turn phasing in the southbound approach. The westbound Mall Access approach provides a left turn lane and a right turn lane. The northbound Abilene Street approach provides two through lanes with the outside lane being a shared through/right turn lane. The southbound Abilene Street approach provides a left turn lane and two through lanes.

The intersection of Northwest Mall Access and Mall Ring Road (#6) operates with stop control in the northbound and southbound Mall Ring Road approaches. The eastbound entrance access approach provides a left turn lane and a right turn lane and operates with free flow movements. The northbound approach consists of a left turn lane and a through lane. The southbound approach consists of a shared through/right turn lane. An aerial photo of the two existing intersections configuration is below.



*Mall Access and Abilene Street (#5) &  
Northwest Mall Access and Mall Ring Road (#6)*

The intersection of Southwest Mall Access and Abilene Street (#7) operates with stop control on the westbound Mall Ring Road approach. The westbound approach provides a left turn lane and a right turn lane. The northbound Abilene Street approach provides two through lanes with the outside lane providing a shared through/right turn lane. The southbound approach provides a left turn lane and two through lanes.

The intersection of Southwest Mall Access and Mall Ring Road (#8) operates with all-way stop control. The eastbound Southwest Mall Access approach provides a left turn lane and a right turn lane. The northbound Mall Ring Road approach provides a shared through/right turn lane. The southbound Mall Ring Road approach provides a two-way left turn lane and a through lane. An aerial photo of the existing two intersections configuration is below.



*Southwest Mall Access and Abilene Street (#7) &  
Southwest Mall Access and Mall Ring Road (#8)*



The intersection of Exposition Avenue and South Mall Access (#9) is signalized with protected-permitted left turn phasing on the eastbound and westbound Exposition Avenue approaches. The RTD Lightrail railroad tracks run east-west through the middle of this intersection, so the signalized intersection operates with railroad pre-emption. The eastbound and westbound Exposition Avenue approaches provide a left turn lane and a shared through/right turn lane. The northbound approach provides a single lane for shared movements while the southbound approach provides a shared through/left turn lane and a right turn lane. An aerial photo of the existing intersection configuration is below.



*Exposition Avenue and South Mall Access (#9)*

The intersection of Mall Ring Road and the South Mall Access (#10) operates with stop control on the northbound approach. The northbound South Mall Access approach provides a left turn lane and a right turn lane. The eastbound Mall Ring Road approach provides a shared through/right turn lane. The westbound Mall Ring Road approach provides a left turn lane and a through lane. An aerial photo of the existing intersection configuration is below.



*Mall Ring Road and the South Mall Access (#10)*



The intersection of Centrepont Drive and Sable Boulevard (#11) is signalized with protected-permitted left turn phasing on all four approaches. The RTD Lightrail railroad tracks extend north-south across the east leg of this intersection; therefore, the signal operates with railroad pre-emption. In addition, the Aurora Metro Center Station is located on the northeast corner of the intersection. The eastbound Centrepont Drive approach provides a left turn lane and a shared through/right turn lane. The westbound Centrepont Drive approach provides a left turn lane, a through lane, and a shared through/right turn lane. The northbound Sable Boulevard approach provides a left turn lane, two through lanes and a right turn lane. The southbound Sable Boulevard approach provides a left turn lane and two through lanes with the outside lane being a shared through/right turn lane. An aerial photo of the existing intersection configuration is below.



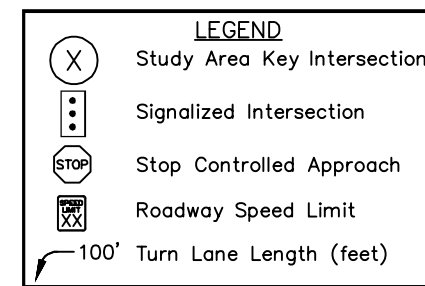
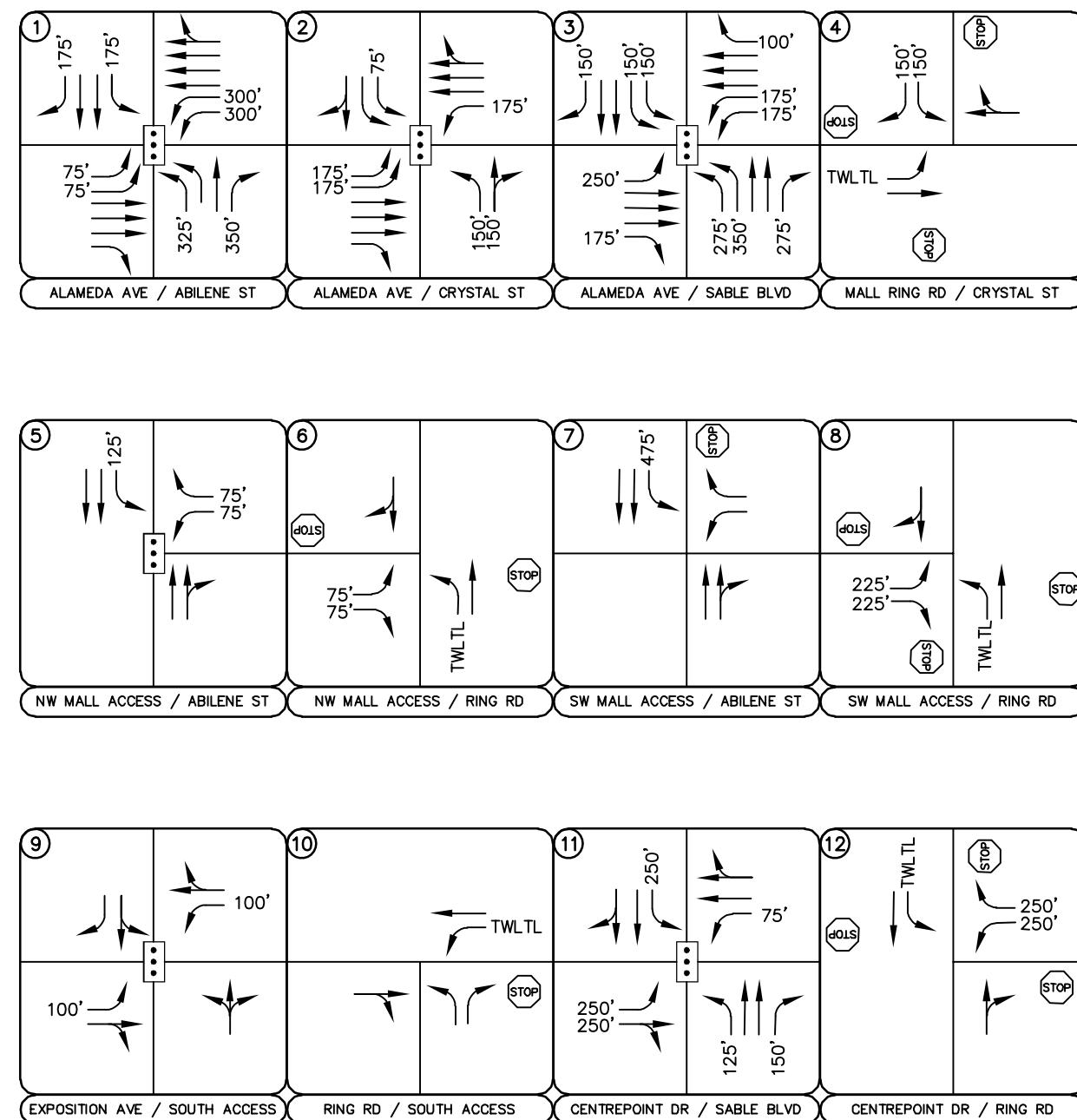
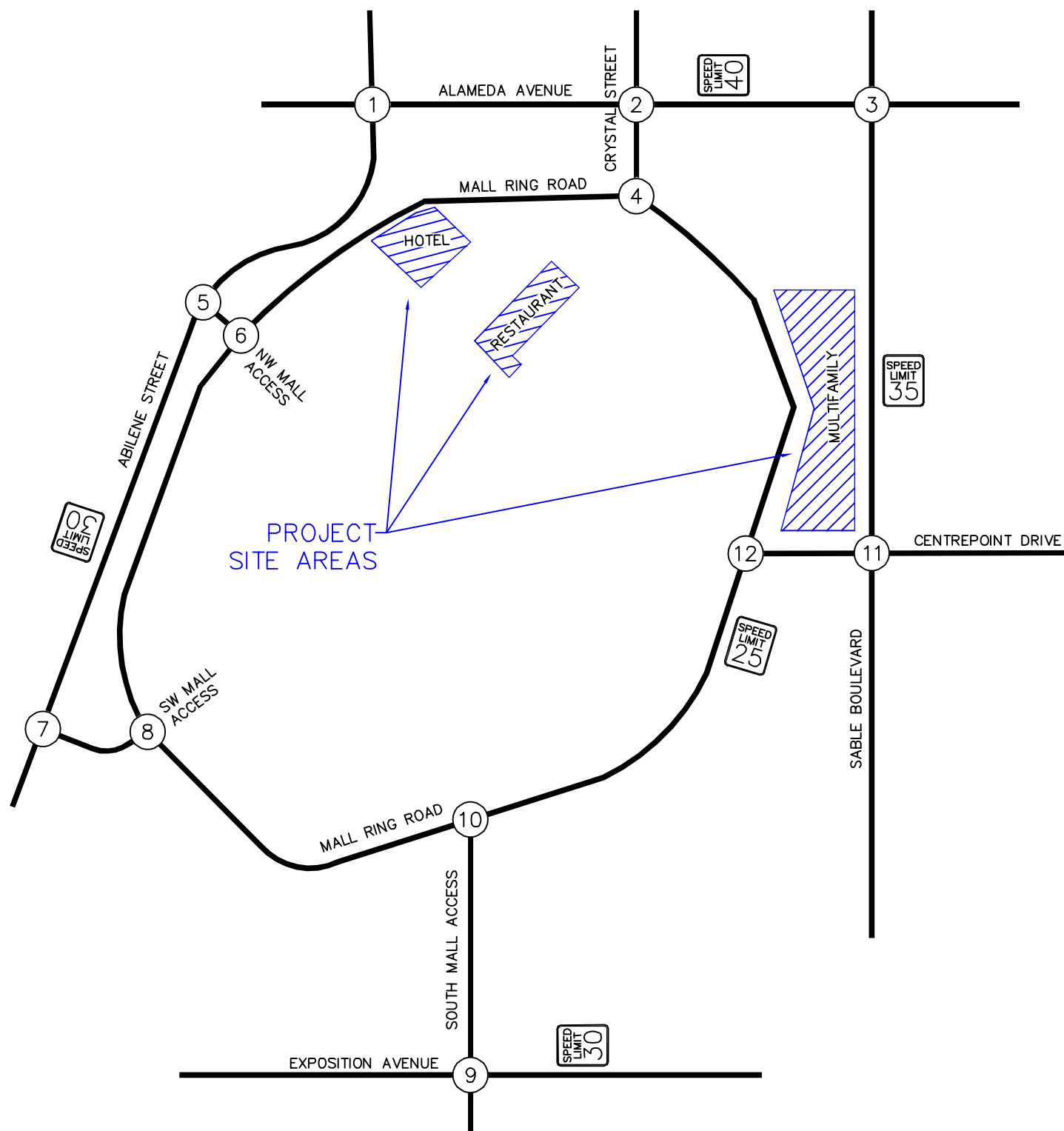
*Centrepont Drive and Sable Boulevard (#11)*

The intersection of Centrepont Drive and Mall Ring Road (#12) operates with all-way stop control. The westbound Centrepont Drive approach consists of a left turn lane and a right turn lane. The northbound Mall Ring Road approach consists of a shared through/right turn lane. The southbound Mall Ring Road approach consists of a left turn lane and a through lane. An aerial photo of the existing intersection configuration is below.



*Centrepont Drive and Mall Ring Road (#12)*

The intersection lane configuration and control for the existing study area key intersections are shown in **Figure 3**.



TOWN CENTER AT AURORA  
AURORA, COLORADO  
EXISTING LANE CONFIGURATIONS AND CONTROL

FIGURE 3



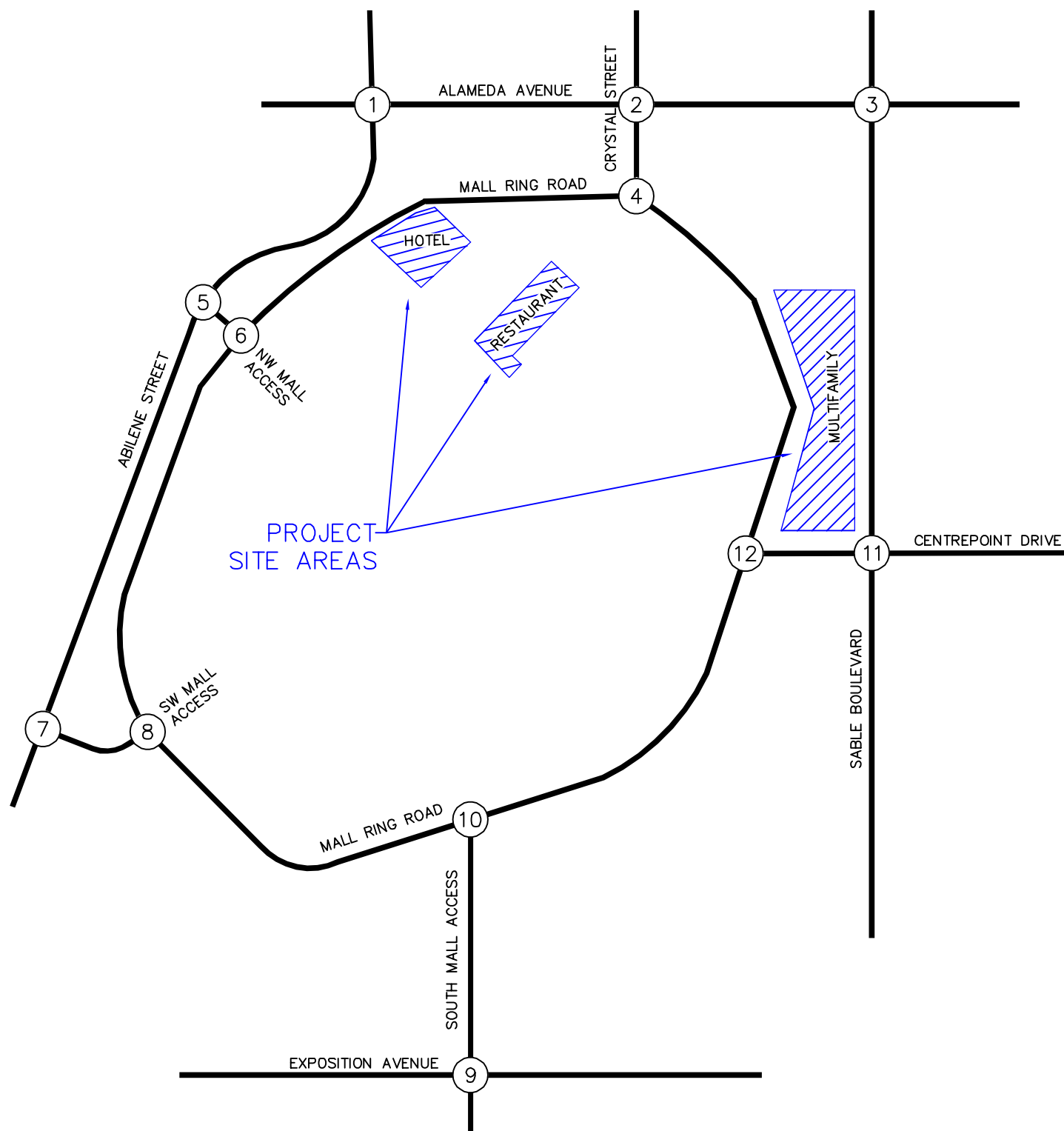
### 3.3 Existing Traffic Volumes

Existing peak hour turning movement counts were conducted at all the key intersections on Tuesday, May 4, 2021. Counts were conducted in 15-minute intervals during the morning and afternoon peak hours of adjacent street traffic from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. However, since the traffic counts are older than two years, the City of Aurora requested new traffic counts at the three study area key intersections along the Alameda Avenue corridor. These second collection of intersection turning movement counts along the Alameda Avenue corridor were collected on Wednesday, October 4, 2023. Existing turning movement counts are shown in **Figure 4** with count sheets provided in **Appendix A**.

The 2023 traffic counts were used as a basis for adjusting the previous traffic counts at the remaining study area key intersections. The 2023 traffic volumes at the south legs of each Alameda Avenue intersection with Abilene Street, Crystal Street, and Sable Boulevard were used to adjust the remaining intersection counts collected in 2021. The table below summarizes the adjustment factors for each intersection. The increase denotes that the 2023 volumes are greater than the 2021 volumes and therefore the 2021 volumes were increased by the (+) percent. Whereas the decrease denotes that the 2023 volume is less than the 2021 volume and no adjustment was made to provide a conservative analysis. These adjustments were applied to the northbound and southbound approaches for each roadway along Abilene Street, Crystal Street, and Sable Boulevard. The east/west through volumes were adjusted based on the average adjustment percentage.

Roadway	Abilene Street		Crystal Street		Sable Blvd	
Limits	Alameda Avenue	NW Mall Access	Alameda Avenue	Mall Ring Road	Alameda Avenue	Centrepont Drive
Peak Hour (year)	AM (2021/2023)	PM (2021/2023)	AM (2021/2023)	PM (2021/2023)	AM (2021/2023)	PM (2021/2023)
NB Volume	(137/316) = +57%	(766/762) = -1%	(68/72) = +6%	(275/302) = +9%	(331/471) = +30%	(588/526) = -12%
SB Volume	(211/325) = +36%	(721/638) = -13%	(94/95) = +1%	(352/313) = -12%	(214/316) = +32%	(704/622) = -13%
Average	<b>+46%</b>	<b>-7%</b>	<b>+3%</b>	<b>-2%</b>	<b>+31%</b>	<b>-12%</b>

Existing adjusted turning movement counts are shown in **Figure 5**.

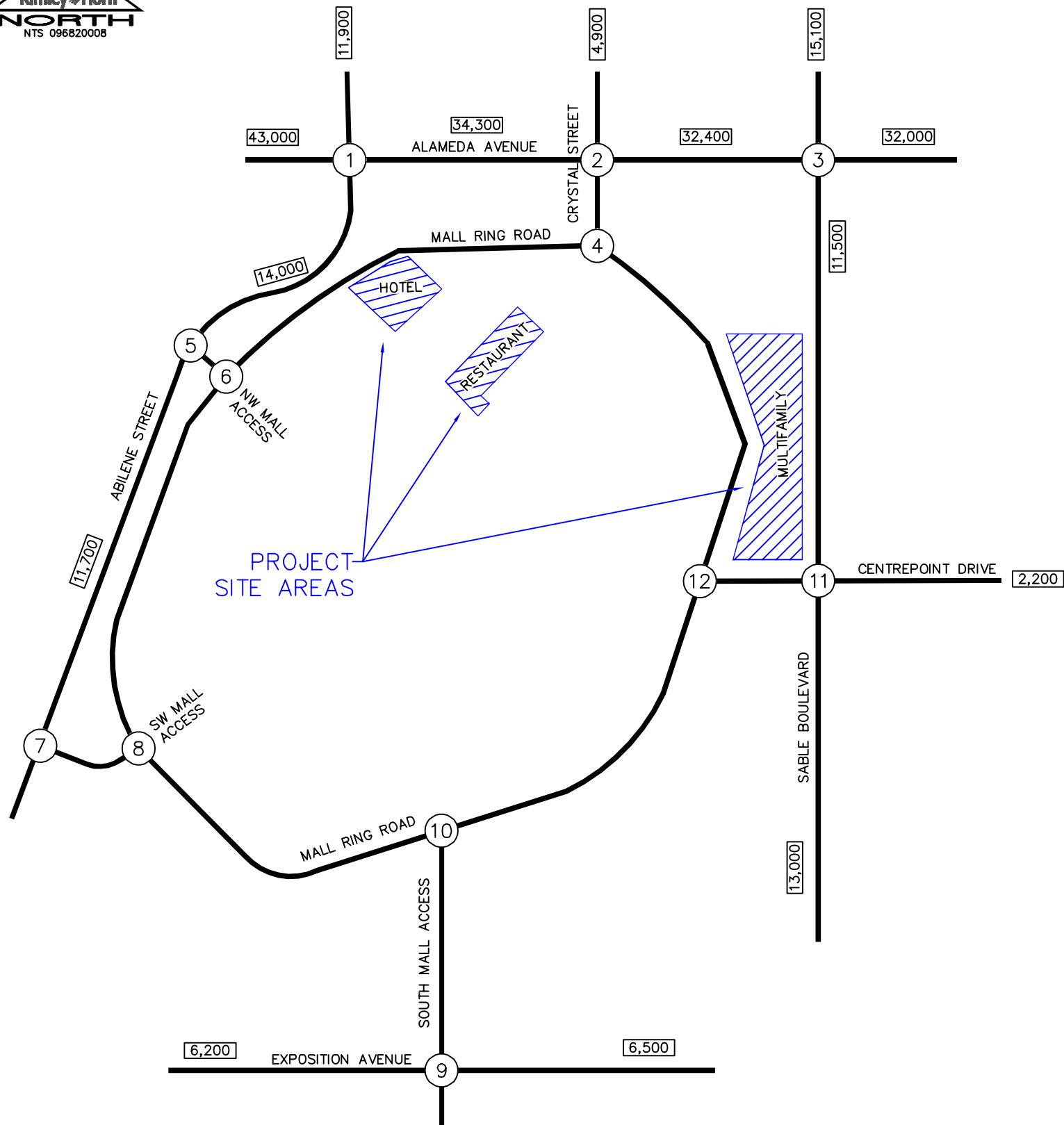


TOWN CENTER AT AURORA  
AURORA, COLORADO  
EXISTING TRAFFIC VOLUMES

<p>Wednesday, October 4, 2023 7:15–8:15AM (5:00–6:00PM)</p> <p>1</p> <p>160(351) 123(241) 53(175)</p> <p>53(55) 1933(1432) 17(77)</p> <p>50(162) 1127(1585) 188(320)</p> <p>143(449) 136(208) 37(105)</p> <p>ALAMEDA AVE / ABILENE ST</p>	<p>Wednesday, October 4, 2023 7:15–8:15AM (5:00–6:00PM)</p> <p>2</p> <p>18(77) 1(43) 4(77)</p> <p>30(99) 1950(1307) 37(93)</p> <p>36(138) 1122(1549) 57(177)</p> <p>37(129) 7(65) 28(118)</p> <p>ALAMEDA AVE / CRYSTAL ST</p>	<p>Wednesday, October 4, 2023 7:15–8:15AM (4:15–5:15PM)</p> <p>3</p> <p>126(168) 179(398) 93(281)</p> <p>135(182) 1745(1272) 30(65)</p> <p>102(182) 940(1344) 107(159)</p> <p>159(155) 265(312) 47(69)</p> <p>ALAMEDA AVE / SABLE BLVD</p>	<p>Tuesday, May 4, 2021 8:00–9:00AM (4:00–5:00PM)</p> <p>4</p> <p>14(154) 101(193) 82(191) 4(29)</p> <p>7(96) 4(51)</p> <p>MALL RING RD / CRYSTAL ST</p>
<p>Tuesday, May 4, 2021 8:00–9:00AM (4:00–5:00PM)</p> <p>5</p> <p>239(549) 24(211) 10(206)</p> <p>6(40)</p> <p>194(536) 4(44)</p> <p>NW MALL ACCESS / ABILENE ST</p>	<p>Tuesday, May 4, 2021 8:00–9:00AM (4:00–5:00PM)</p> <p>6</p> <p>7(104) 7(39)</p> <p>9(105) 17(137)</p> <p>8(140) 2(21)</p> <p>NW MALL ACCESS / RING RD</p>	<p>Tuesday, May 4, 2021 8:00–9:00AM (4:00–5:00PM)</p> <p>7</p> <p>220(514) 20(77) 3(41)</p> <p>4(55)</p> <p>200(543) 11(46)</p> <p>SW MALL ACCESS / ABILENE ST</p>	<p>Tuesday, May 4, 2021 7:30–8:30AM (5:00–6:00PM)</p> <p>8</p> <p>1(17) 2(29)</p> <p>4(24) 32(103)</p> <p>4(88) 1(16)</p> <p>SW MALL ACCESS / RING RD</p>
<p>Tuesday, May 4, 2021 7:45–8:45AM (4:15–5:15PM)</p> <p>9</p> <p>4(50) 1(3) 7(62)</p> <p>23(44) 129(247) 5(10)</p> <p>10(41) 91(277) 3(1)</p> <p>3(2) 0(2) 2(7)</p> <p>EXPOSITION AVE / SOUTH ACCESS</p>	<p>Tuesday, May 4, 2021 7:45–8:45AM (4:30–5:30PM)</p> <p>10</p> <p>10(47) 4(62)</p> <p>7(59) 5(47)</p> <p>17(32) 13(46)</p> <p>RING RD / SOUTH ACCESS</p>	<p>Tuesday, May 4, 2021 7:30–8:30AM (4:15–5:15PM)</p> <p>11</p> <p>11(90) 179(583) 28(35)</p> <p>42(28) 12(41) 18(42)</p> <p>3(97) 3(51) 17(109)</p> <p>21(84) 278(459) 22(18)</p> <p>CENTREPOINT DR / SABLE BLVD</p>	<p>Tuesday, May 4, 2021 7:30–8:30AM (4:15–5:15PM)</p> <p>12</p> <p>14(70) 19(97) 26(84)</p> <p>17(131)</p> <p>7(56) 6(161)</p> <p>CENTREPOINT DR / RING RD</p>

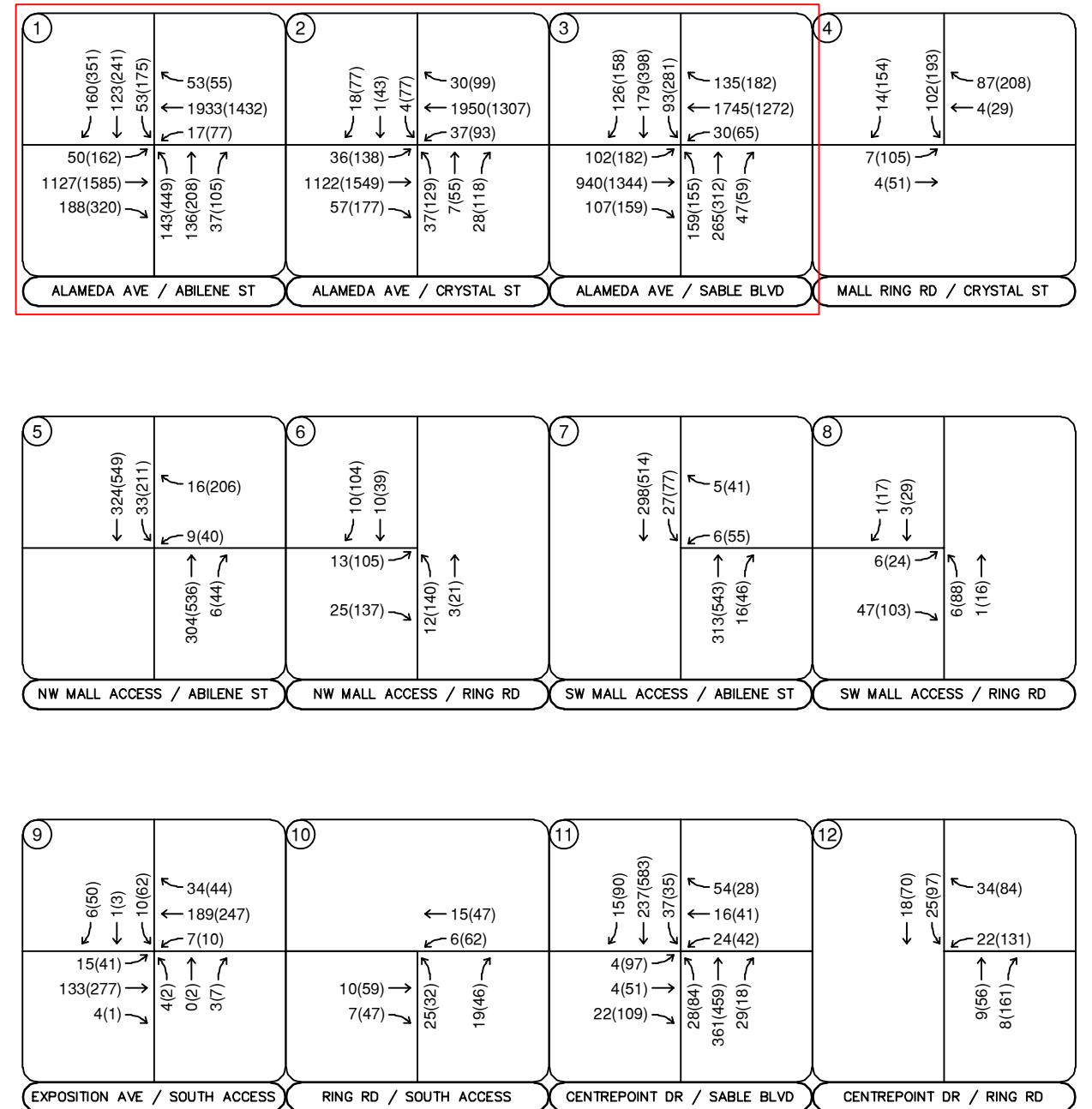
LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes

FIGURE 4



TOWN CENTER AT AURORA  
AURORA, COLORADO  
2023 EXISTING ADJUSTED TRAFFIC VOLUMES

SAME TRAFFIC VOLUMES AS IN FIGURE 4



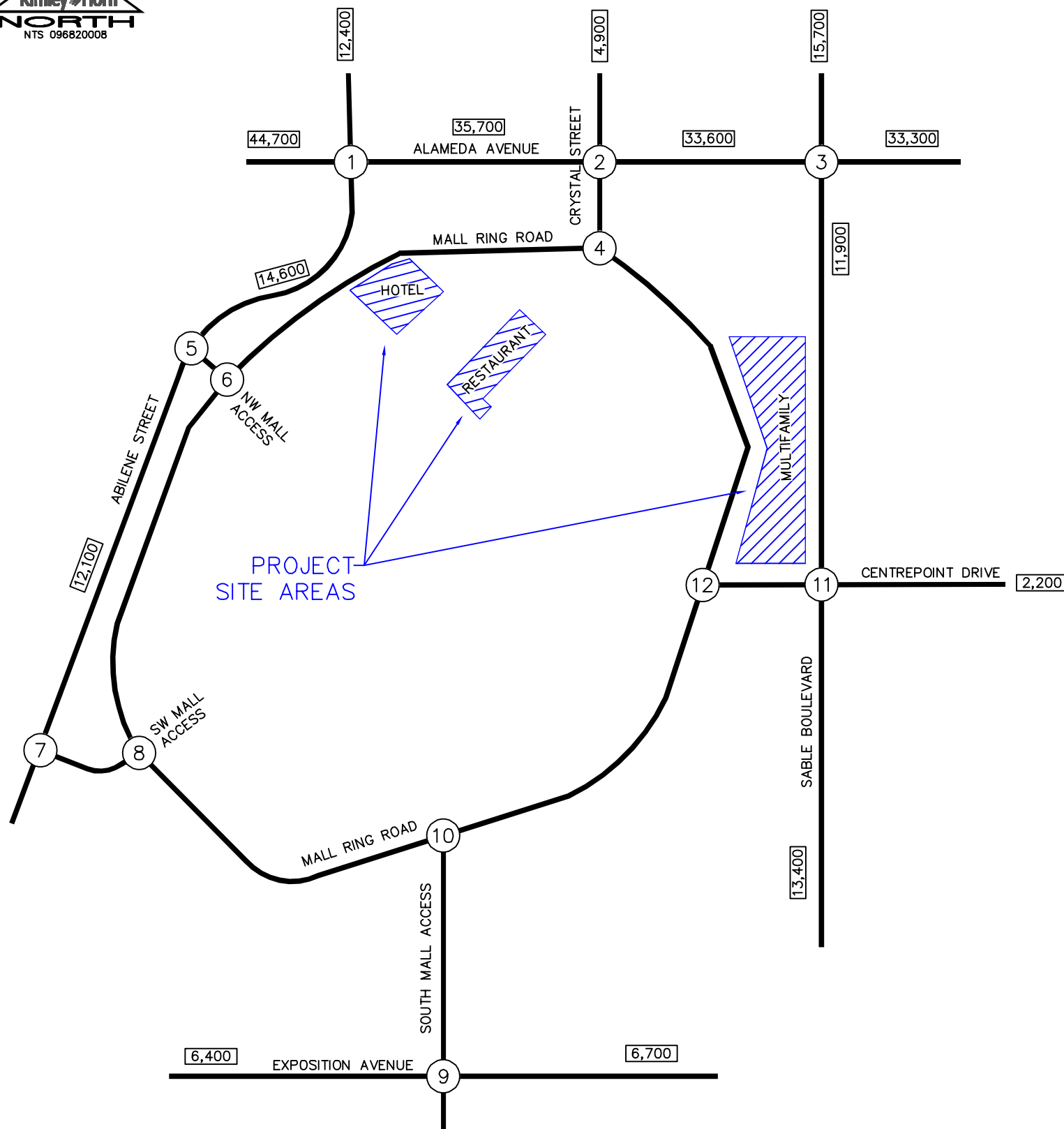
**LEGEND**

- (X) Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
- XXX(XXX) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 5

### 3.4 Unspecified Development Traffic Growth

Based on information provided on the website for the Denver Regional Council of Governments (DRCOG), the 2015 and 2040 traffic volume projections were used as a basis for developing traffic volume estimates for the short-term 2025 and long-term 2040 horizons. Using these values, the annual growth rate along Alameda Parkway and Sable Boulevard was found to be approximately 1.98 percent. Traffic information from the DRCOG traffic volume projection website is included in **Appendix B**. To be consistent with the City of Aurora Traffic Impact Study Guidelines, a two percent annual growth rate was used to estimate future traffic volume conditions which is consistent with the findings from DRCOG. This annual growth rate of two percent was used to estimate short term 2025, full buildout 2027, and long term 2040 traffic volumes at the key intersections. Based on a meeting held with City of Aurora staff on Thursday, March 23, 2023, it was determined that an internal traffic growth percentage would not need to be applied as the internal streets to the mall do not have cut through traffic and there is not any additional future redevelopment known associated with Aurora Town Center. If future development applications occur associated with the Aurora Town Center area, a site-specific traffic study will be provided for those applications. Background traffic volumes for 2025 (Phase I & II), 2027 (full buildout), and 2040 (long-term horizon) are shown in **Figure 6**, **Figure 7**, and **Figure 8**, respectively.



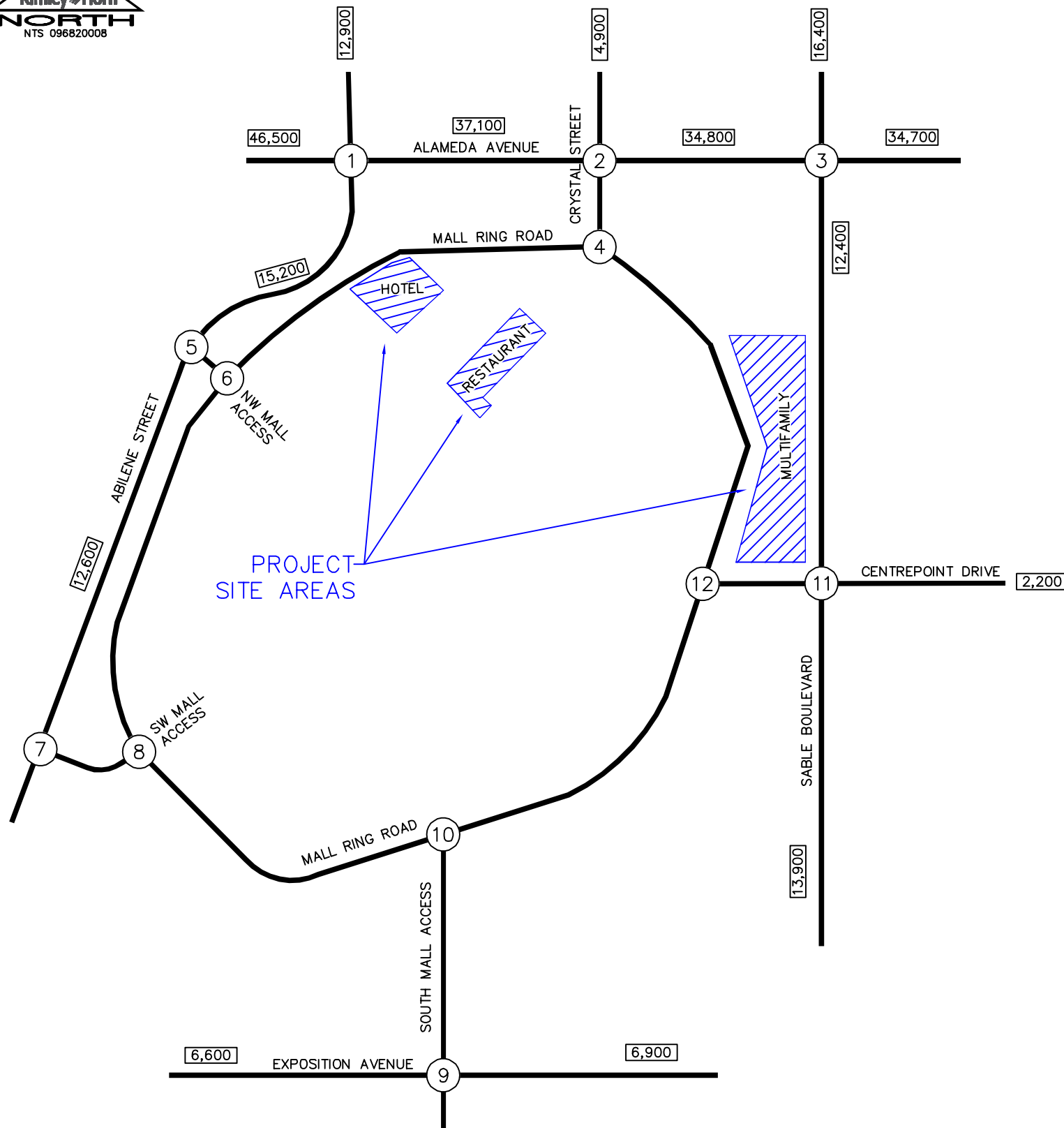
<b>1</b> ALAMEDA AVE / ABILENE ST 166(365) → 128(251) → 55(182) → 52(169) → 1173(1649) → 196(333) → 55(57) ← 2011(1490) ← 18(80) ←	<b>2</b> ALAMEDA AVE / CRYSTAL ST 18(77) → 1(43) → 4(77) → 36(138) → 1167(1612) → 57(177) → 30(99) ← 2029(1360) ← 37(93) ←	<b>3</b> ALAMEDA AVE / SABLE BLVD 131(164) → 186(414) → 97(292) → 106(189) → 978(1398) → 111(165) → 140(189) ← 1815(1323) ← 31(68) ← 165(161) ← 276(325) ← 49(61) ←	<b>4</b> MALL RING RD / CRYSTAL ST 14(154) → 102(193) → 87(208) ← 4(29) ← 7(105) → 4(51) →
<b>5</b> NW MALL ACCESS / ABILENE ST 337(571) → 33(211) → 16(206) ← 9(40) ← 316(558) → 6(44) →	<b>6</b> NW MALL ACCESS / RING RD 10(104) → 10(39) → 13(105) → 25(137) → 12(140) → 3(21) →	<b>7</b> SW MALL ACCESS / ABILENE ST 310(535) → 27(77) → 5(41) ← 6(55) ← 326(565) → 16(46) →	<b>8</b> SW MALL ACCESS / RING RD 1(17) → 3(29) → 6(24) → 47(103) → 6(88) → 1(16) →
<b>9</b> EXPOSITION AVE / SOUTH ACCESS 6(50) → 1(3) → 10(62) → 15(41) → 138(288) → 4(1) → 34(44) ← 197(257) ← 7(10) ← 4(2) → 0(2) → 3(7) →	<b>10</b> RING RD / SOUTH ACCESS 15(47) ← 6(62) ← 10(59) → 7(47) → 25(32) → 19(46) →	<b>11</b> CENTREPOINT DR / SABLE BLVD 15(90) → 247(607) → 38(36) → 4(97) → 4(51) → 22(109) → 56(29) ← 16(41) ← 25(44) ← 28(84) → 376(478) → 30(19) →	<b>12</b> CENTREPOINT DR / RING RD 18(70) → 25(97) → 34(84) ← 22(131) ← 9(56) → 8(161) →

LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM)
XXX(XXX)	Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

TOWN CENTER AT AURORA  
AURORA, COLORADO  
2025 BACKGROUND TRAFFIC VOLUMES

FIGURE 6



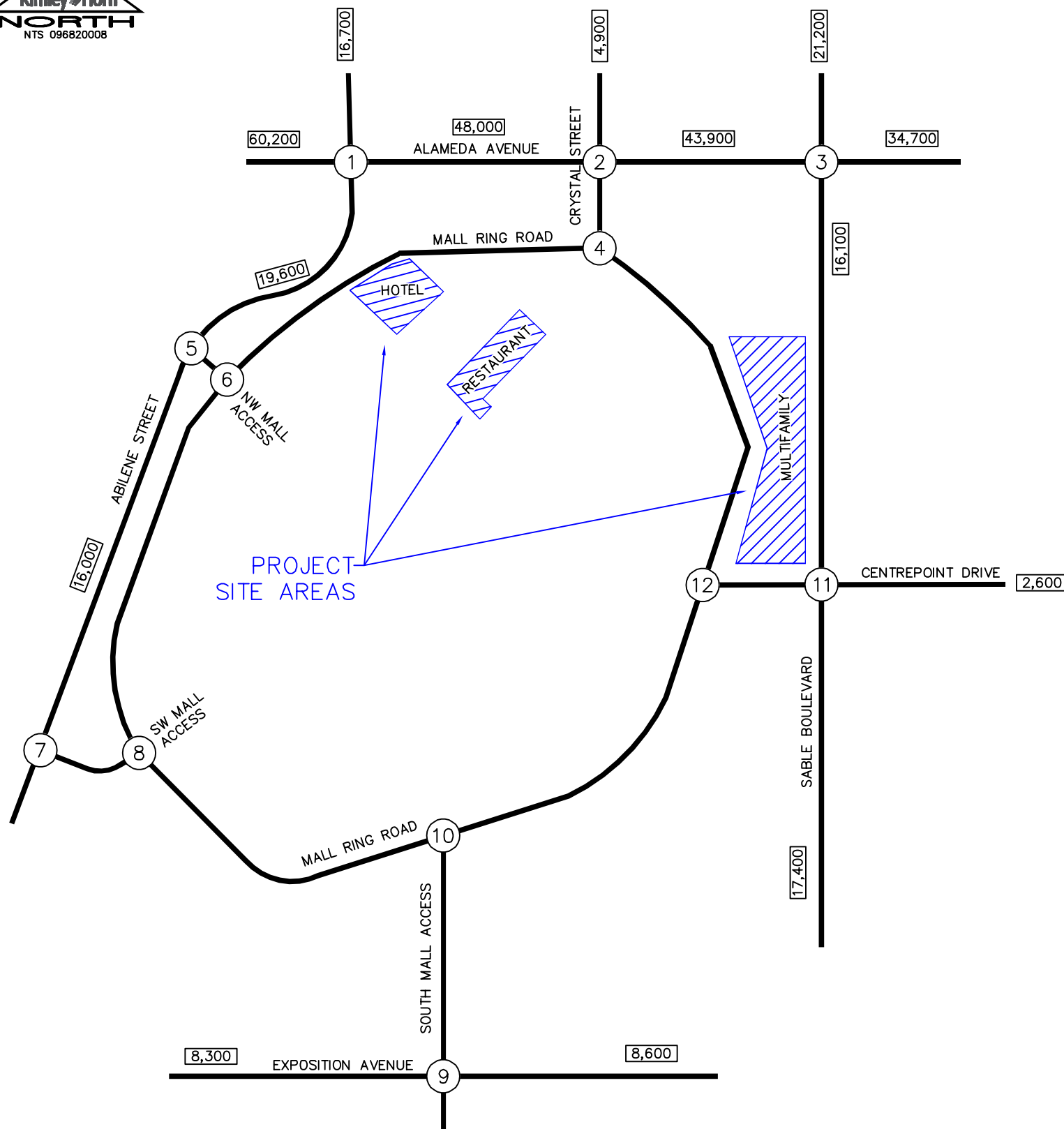


<p>①</p> <p>173(380) 133(261) 57(189)</p> <p>54(175) 1220(1716) 203(346)</p> <p>ALAMEDA AVE / ABILENE ST</p>	<p>②</p> <p>18(77) 1(43) 4(77)</p> <p>36(138) 1214(1677) 57(177)</p> <p>ALAMEDA AVE / CRYSTAL ST</p>	<p>③</p> <p>136(171) 194(431) 101(304)</p> <p>110(197) 1017(1455) 116(172)</p> <p>ALAMEDA AVE / SABLE BLVD</p>	<p>④</p> <p>146(197) 1889(1377) 32(70)</p> <p>7(105) 4(51)</p> <p>MALL RING RD / CRYSTAL ST</p>
<p>⑤</p> <p>351(594) 33(211)</p> <p>16(206) 9(40)</p> <p>NW MALL ACCESS / ABILENE ST</p>	<p>⑥</p> <p>10(104) 10(39)</p> <p>13(105) 25(137)</p> <p>NW MALL ACCESS / RING RD</p>	<p>⑦</p> <p>323(556) 27(77)</p> <p>5(41) 6(55)</p> <p>SW MALL ACCESS / ABILENE ST</p>	<p>⑧</p> <p>1(17) 3(29)</p> <p>6(24) 47(103)</p> <p>SW MALL ACCESS / RING RD</p>
<p>⑨</p> <p>6(50) 1(3) 10(62)</p> <p>15(41) 144(300) 4(1)</p> <p>EXPOSITION AVE / SOUTH ACCESS</p>	<p>⑩</p> <p>15(47) 6(62)</p> <p>10(59) 7(47)</p> <p>RING RD / SOUTH ACCESS</p>	<p>⑪</p> <p>15(90) 257(631) 40(38)</p> <p>4(97) 4(51) 22(109)</p> <p>CENTREPOINT DR / SABLE BLVD</p>	<p>⑫</p> <p>18(70) 25(97)</p> <p>34(84) 22(131)</p> <p>CENTREPOINT DR / RING RD</p>

LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

TOWN CENTER AT AURORA  
AURORA, COLORADO  
2027 BACKGROUND TRAFFIC VOLUMES

FIGURE 7



<b>1</b> 224(491) → 172(337) → 74(245) → 74(77) ← 2707(2005) ← 24(108) ← 70(227) → 1578(2219) → 263(448) → 200(629) → 190(291) → 52(147) →	<b>2</b> 18(77) → 1(43) → 4(77) → 30(99) ← 2730(1830) ← 37(93) ← 36(138) → 1571(2169) → 57(177) → 37(129) → 7(65) → 28(118) →	<b>3</b> 176(221) → 251(557) → 130(393) → 189(255) ← 2443(1781) ← 42(91) ← 143(255) → 1316(1882) → 150(223) → 223(217) → 371(437) → 66(83) →	<b>4</b> 14(154) → 102(193) → 87(208) ← 4(29) ← 7(105) → 4(51) →
ALAMEDA AVE / ABILENE ST	ALAMEDA AVE / CRYSTAL ST	ALAMEDA AVE / SABLE BLVD	MALL RING RD / CRYSTAL ST

<b>5</b> 454(769) → 33(211) → 16(206) ← 9(40) ← 426(751) → 6(44) →	<b>6</b> 10(104) → 10(39) → 13(105) → 25(137) → 12(140) → 3(21) →	<b>7</b> 417(720) → 27(77) → 5(41) ← 6(55) ← 438(760) → 16(46) →	<b>8</b> 1(17) → 3(29) → 6(24) → 47(103) → 6(88) → 1(16) →
NW MALL ACCESS / ABILENE ST	NW MALL ACCESS / RING RD	SW MALL ACCESS / ABILENE ST	SW MALL ACCESS / RING RD

<b>9</b> 6(50) → 1(3) → 10(62) → 34(44) ← 265(346) ← 7(10) ← 15(41) → 186(388) → 4(1) → 4(2) → 0(2) → 3(7) →	<b>10</b> 15(47) ← 6(62) ← 10(59) → 7(47) → 25(32) → 19(46) →	<b>11</b> 15(90) → 332(816) → 52(49) → 76(39) ← 16(41) ← 34(59) ← 4(97) → 4(51) → 22(109) → 28(84) → 505(643) → 41(25) →	<b>12</b> 18(70) → 25(97) → 34(84) ← 22(131) ← 9(56) → 8(161) →
EXPOSITION AVE / SOUTH ACCESS	RING RD / SOUTH ACCESS	CENTREPOINT DR / SABLE BLVD	CENTREPOINT DR / RING RD

LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM)
	Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

TOWN CENTER AT AURORA  
AURORA, COLORADO  
2040 BACKGROUND TRAFFIC VOLUMES

FIGURE 8

## 4.0 PROJECT TRAFFIC CHARACTERISTICS

---

### 4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land uses to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*<sup>1</sup> published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation fitted curve equations that apply to Hotel Land Use Code ITE 310 and used the average rate equations that apply to Sit-Down Restaurant ITE 932 and to Multifamily Mid-Rise Housing ITE 221 (Close to Rail Transit) to determine traffic associated with the proposed uses. The Trip Generation Handbook, 3<sup>rd</sup> Edition provides a flow chart in *Figure 4.2: Process for Selecting Average Rate or Equation in Trip Generation Manual Data* to determine whether to use the average rate or fitted curve equations when estimating trip generation. The fitted curve equation is typically used when the land use code has more than 20 data points. Further, an  $R^2$  value being greater than 0.75 supports the use of the fitted curve equation, if provided. The number of ITE Trip Generation data points exceeds 20 locations for the hotel use while the  $R^2$  value is also higher than 0.75; therefore, the fitted curve equations were used for the hotel use in lieu of the average rate equations.

This Town Center at Aurora redevelopment project is anticipated to add 256 multifamily low-rise dwelling units and a 119-room hotel, and approximately 21,975 square feet of sit-down restaurant space. Including internal capture for the full buildout, redevelopment project at Town Center at Aurora is expected to generate approximately 3,794 external weekday daily trips with 314 of these trips expected to occur during the morning peak hour and 283 trips occurring during the afternoon peak hour. The first two phases are anticipated to generate 2,082 daily trips with 134 morning peak hour trips and 134 afternoon peak hour trips. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11<sup>th</sup> Edition – Volume 1: User's Guide and Handbook*, 2017. **Table 1** summarizes the estimated trip generation for the proposed development. The trip generation worksheet is included in **Appendix C**.

---

<sup>1</sup> Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2020.

**Table 1 – Town Center at Aurora Redevelopment Traffic Generation**

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Mid-Rise (ITE 221) – Phase I 256 Dwelling Units	1,216	30	52	82	48	26	74
Hotel (ITE 310) – Phase II 119 Rooms	866	29	23	52	31	29	60
<b>Phase I &amp; II Total Trips</b>	<b>2,082</b>	<b>59</b>	<b>75</b>	<b>134</b>	<b>79</b>	<b>55</b>	<b>134</b>
Sit-Down Restaurant (ITE 932) – Phase III 21,975 Square Feet	2,356	116	94	210	121	78	199
<b>Total External Trips</b>	<b>4,438</b>	<b>175</b>	<b>169</b>	<b>344</b>	<b>200</b>	<b>133</b>	<b>333</b>
<b>Total Trips with Internal Capture</b>	<b>3,794</b>	<b>160</b>	<b>154</b>	<b>314</b>	<b>175</b>	<b>108</b>	<b>283</b>

#### 4.2 Trip Distribution

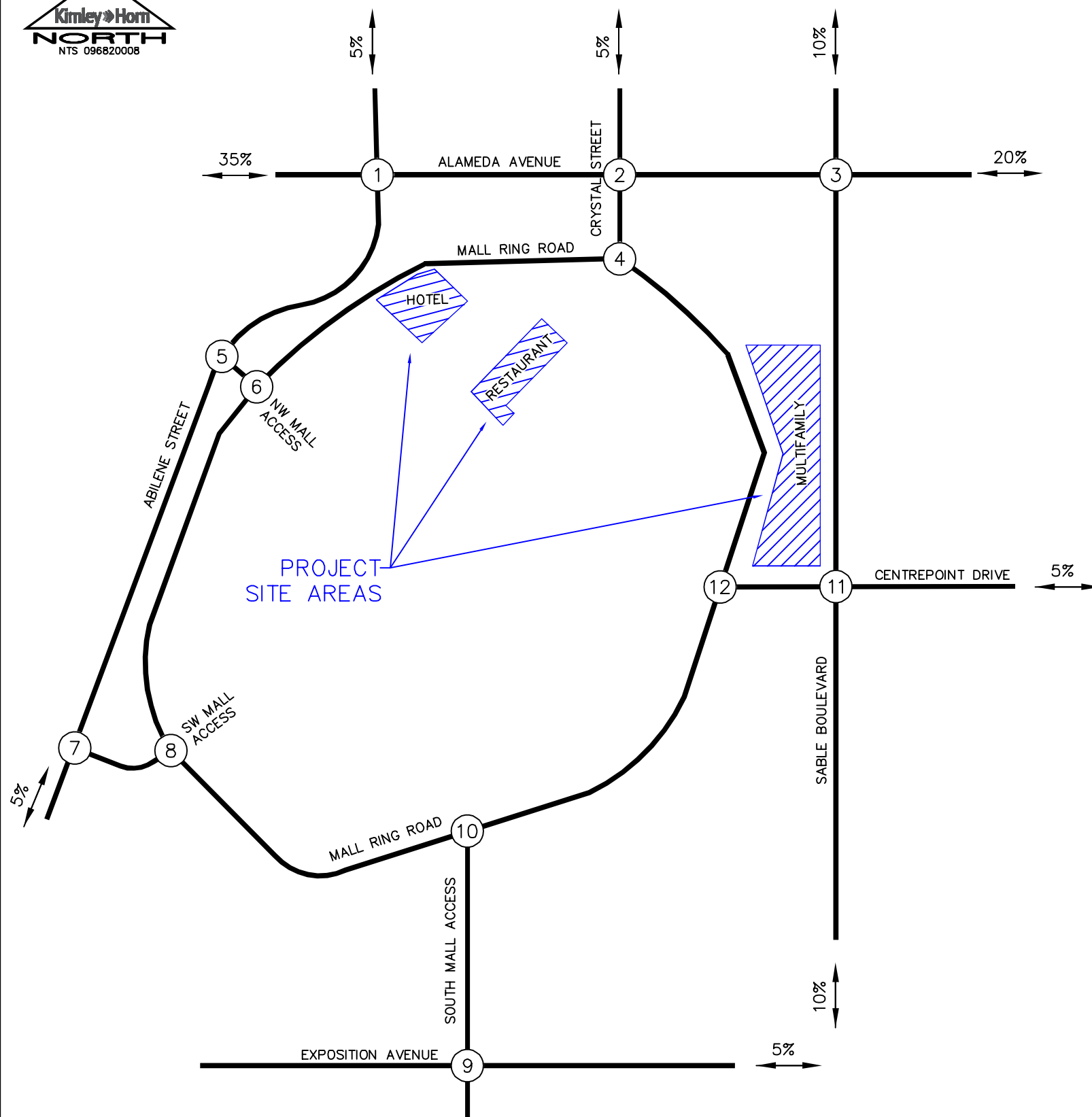
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source direction. Existing traffic patterns were used as a basis for trip distribution; however, the existing Aurora Town Center is a regional attraction, whereas these uses are more localized to account for arrival and departure patterns from surrounding demographic areas. As such, a higher trip distribution was assigned to and from the west due to a higher number of households being located to the west and the proximity to I-225. A higher density of households is also located to the east and to the south compared to the north. All these factors were used in determine the anticipated project trip distribution. The project trip distribution is illustrated in **Figure 9**.

#### 4.3 Traffic Assignment

Traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the project shown in **Table 1**. Project traffic assignment for Phase I and II is shown in **Figure 10** while the full development traffic assignment is shown in **Figure 11**.

#### 4.4 Total (Background Plus Project) Traffic

Project traffic volumes were added to the background volumes to represent estimated traffic conditions for the first phases of development for the 2025 horizon and the full buildout for the 2027 horizon and the long term 2040 horizon. These total traffic volumes for the site are illustrated for the 2025, 2027, and 2040 horizon years in **Figures 12, 13, and 14**, respectively.



TOWN CENTER AT AURORA  
AURORA, COLORADO  
PROJECT TRIP DISTRIBUTION

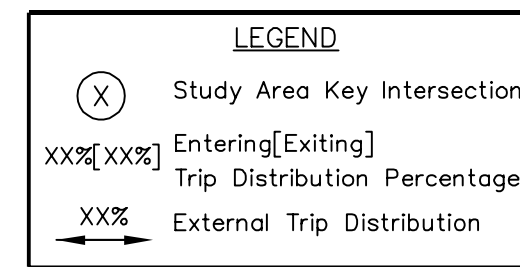
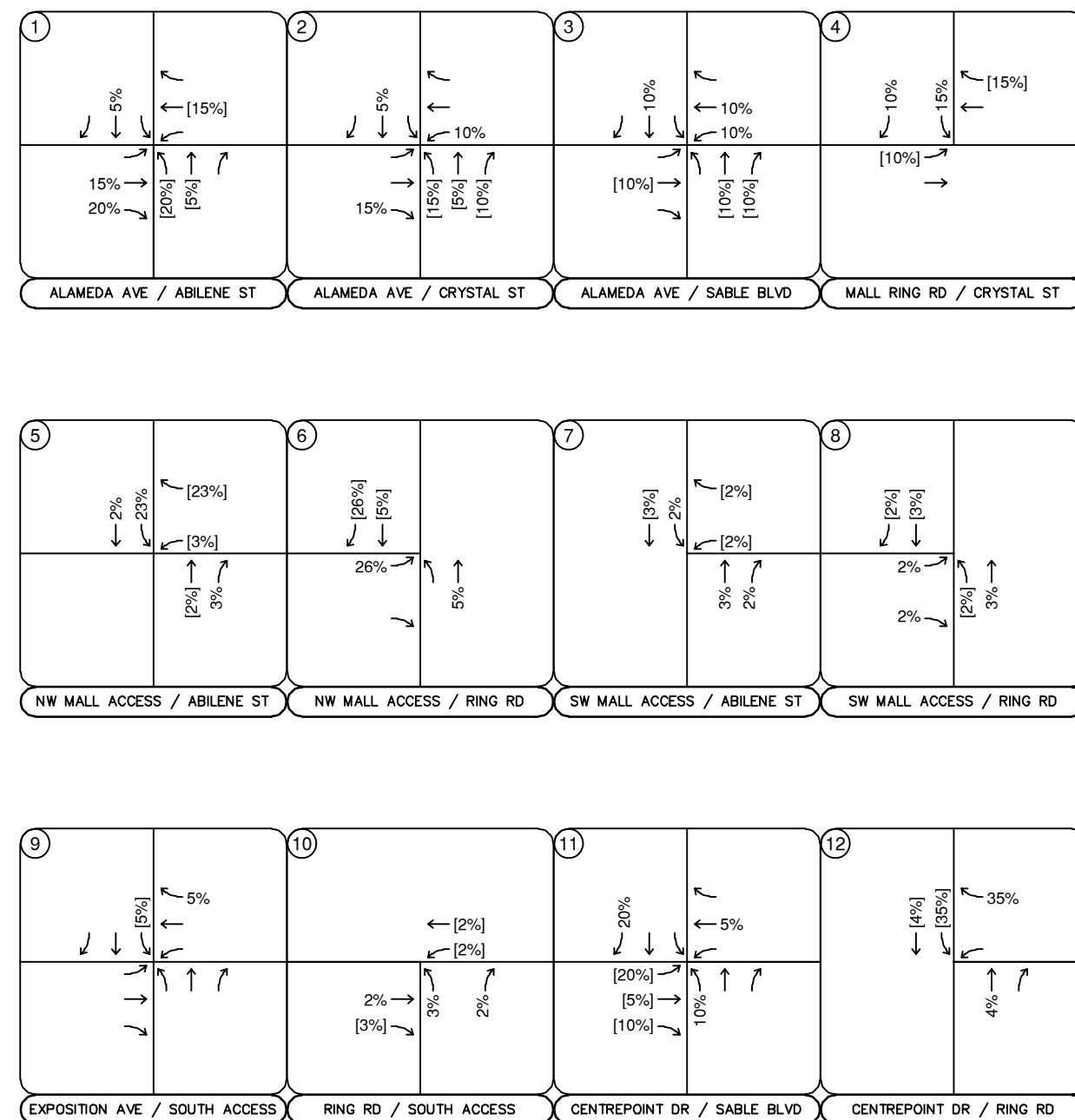
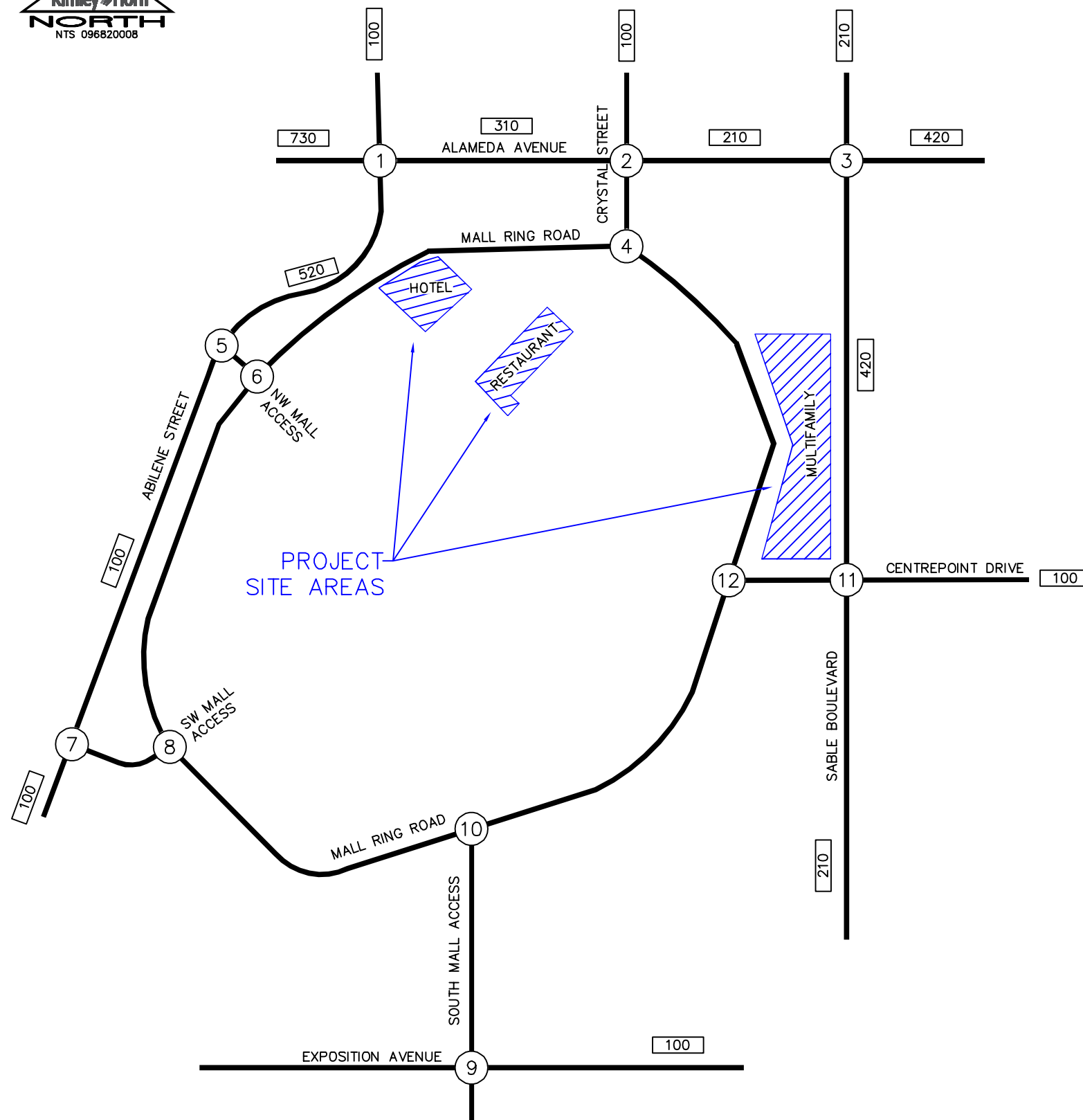


FIGURE 9



1	2	3	4
<div> <div>3(4)</div> <div>11(8)</div> <div>9(12)</div> <div>12(16)</div> <div>15(11)</div> <div>4(3)</div> </div>	<div> <div>3(4)</div> <div>6(8)</div> <div>9(12)</div> <div>11(8)</div> <div>4(3)</div> <div>8(6)</div> </div>	<div> <div>6(8)</div> <div>6(8)</div> <div>8(6)</div> <div>8(6)</div> <div>8(6)</div> </div>	<div> <div>6(8)</div> <div>9(12)</div> <div>11(8)</div> <div>8(6)</div> </div>
ALAMEDA AVE / ABILENE ST	ALAMEDA AVE / CRYSTAL ST	ALAMEDA AVE / SABLE BLVD	MALL RING RD / CRYSTAL ST

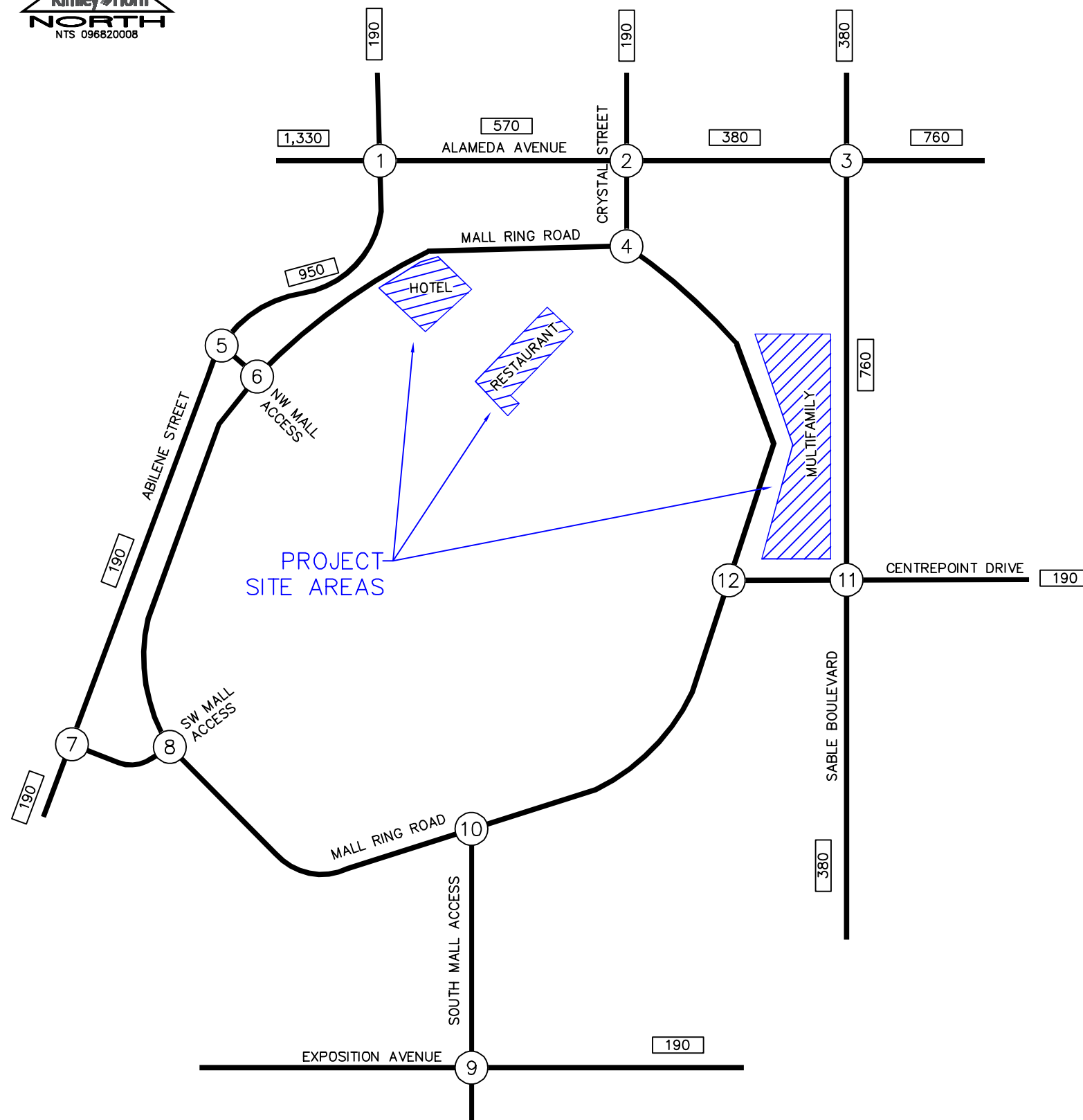
5	6	7	8
<div> <div>1(2)</div> <div>17(13)</div> <div>2(2)</div> <div>2(1)</div> <div>2(2)</div> </div>	<div> <div>20(14)</div> <div>15(21)</div> <div>3(4)</div> </div>	<div> <div>2(2)</div> <div>2(1)</div> <div>2(2)</div> <div>2(1)</div> </div>	<div> <div>2(1)</div> <div>2(2)</div> <div>1(2)</div> <div>2(1)</div> </div>
NW MALL ACCESS / ABILENE ST	NW MALL ACCESS / RING RD	SW MALL ACCESS / ABILENE ST	SW MALL ACCESS / RING RD

9	10	11	12
<div> <div>4(3)</div> <div>3(4)</div> </div>	<div> <div>2(1)</div> <div>2(1)</div> <div>1(2)</div> <div>2(2)</div> <div>2(2)</div> <div>1(2)</div> </div>	<div> <div>12(16)</div> <div>15(11)</div> <div>4(3)</div> <div>8(6)</div> <div>6(8)</div> </div>	<div> <div>3(2)</div> <div>26(19)</div> <div>21(28)</div> <div>2(3)</div> </div>
EXPOSITION AVE / SOUTH ACCESS	RING RD / SOUTH ACCESS	CENTREPOINT DR / SABLE BLVD	CENTREPOINT DR / RING RD

LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,XX0	Estimated Daily Traffic Volume

TOWN CENTER AT AURORA  
AURORA, COLORADO  
PHASE I & II PROJECT TRAFFIC ASSIGNMENT

FIGURE 10



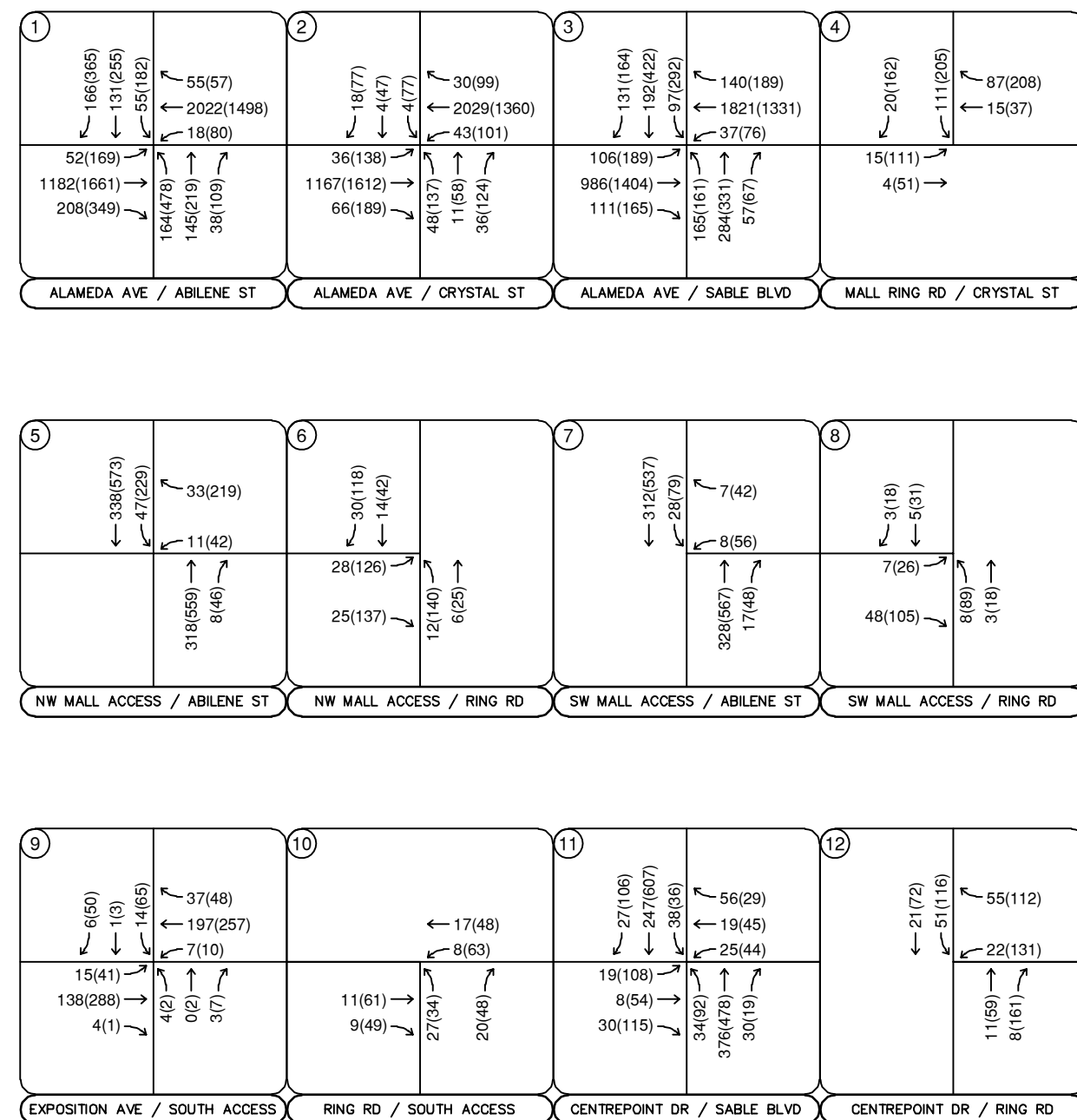
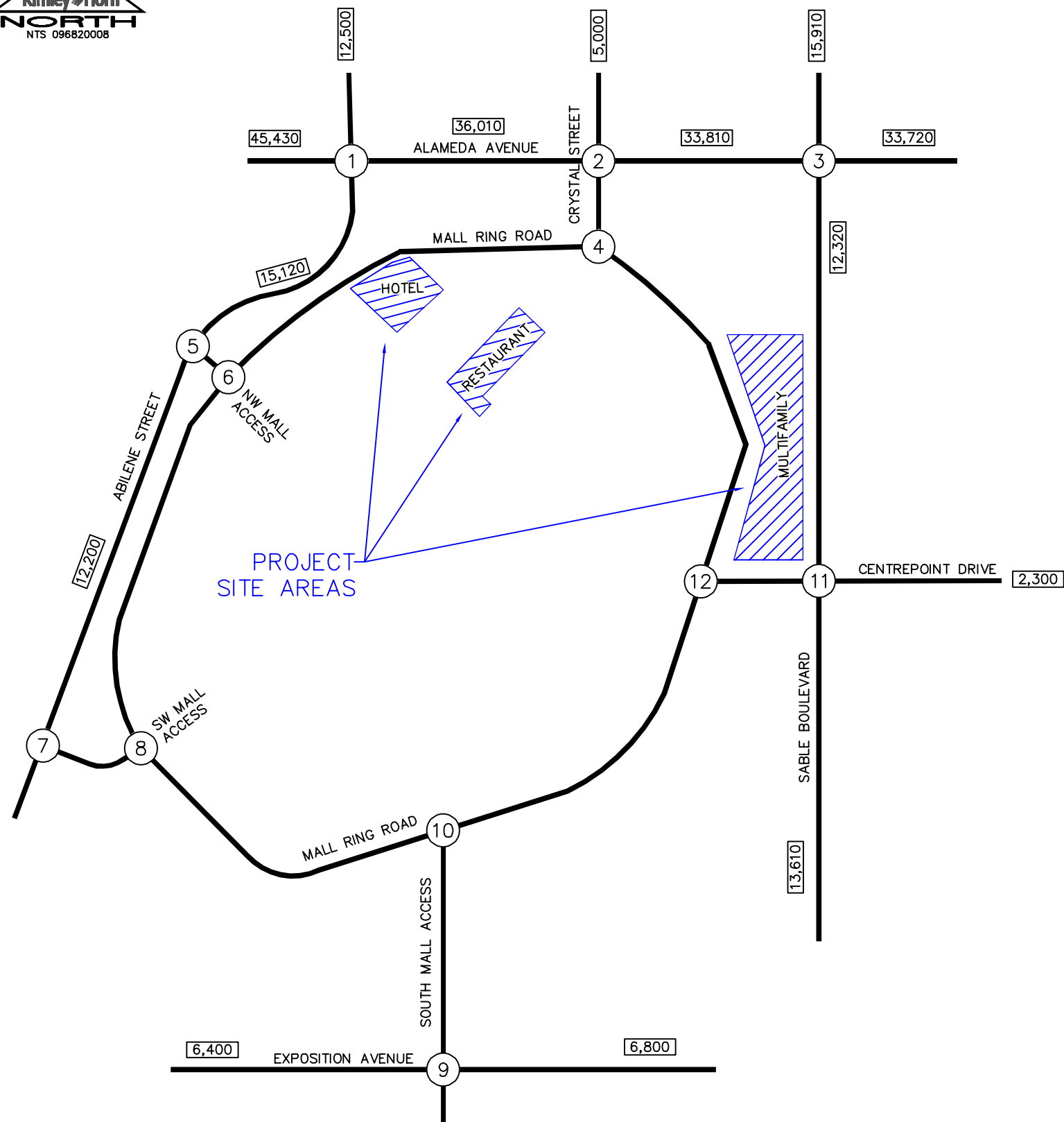
TOWN CENTER AT AURORA  
AURORA, COLORADO  
FULL DEVELOPMENT PROJECT TRAFFIC ASSIGNMENT

<p>1</p> <p>8(9) ← 23(16)</p> <p>24(26) → 32(35) ← 31(22) 8(5) ↑</p> <p>ALAMEDA AVE / ABILENE ST</p>	<p>2</p> <p>8(9) ← 16(18) ↑</p> <p>24(26) → 23(16) 8(5) ↑ 15(11) ↑</p> <p>ALAMEDA AVE / CRYSTAL ST</p>	<p>3</p> <p>16(18) ← 16(18) ↑</p> <p>15(11) → 15(11) ↑ 15(11) ↑</p> <p>ALAMEDA AVE / SABLE BLVD</p>	<p>4</p> <p>16(18) ← 24(26) ← 23(16)</p> <p>15(11) →</p> <p>MALL RING RD / CRYSTAL ST</p>
<p>5</p> <p>3(4) ← 35(25) ↑ 37(40) ← 5(3) ↑</p> <p>3(2) ↑ 5(5) ↑</p> <p>NW MALL ACCESS / ABILENE ST</p>	<p>6</p> <p>40(28) ← 8(5) ↑</p> <p>42(46) → 8(9) ↑</p> <p>NW MALL ACCESS / RING RD</p>	<p>7</p> <p>5(3) ← 3(2) ↑</p> <p>3(2) ↑ 5(5) ↑ 3(4) ↑</p> <p>SW MALL ACCESS / ABILENE ST</p>	<p>8</p> <p>3(2) ← 5(3) ↑</p> <p>3(4) → 3(2) ↑ 5(5) ↑</p> <p>SW MALL ACCESS / RING RD</p>
<p>9</p> <p>8(5) ← 8(9) ↑</p> <p>EXPOSITION AVE / SOUTH ACCESS</p>	<p>10</p> <p>3(2) ← 3(2) ↑</p> <p>3(4) → 5(5) ↑ 3(4) ↑</p> <p>RING RD / SOUTH ACCESS</p>	<p>11</p> <p>32(35) ← 8(9) ↑</p> <p>31(22) → 8(5) ↑ 15(11) ↑ 16(18) ↑</p> <p>CENTREPOINT DR / SABLE BLVD</p>	<p>12</p> <p>6(4) ← 56(61) ↑ 54(38) ↑</p> <p>6(7) ↑</p> <p>CENTREPOINT DR / RING RD</p>

LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,XX0	Estimated Daily Traffic Volume

FIGURE 11





**LEGEND**

(X) Study Area Key Intersection

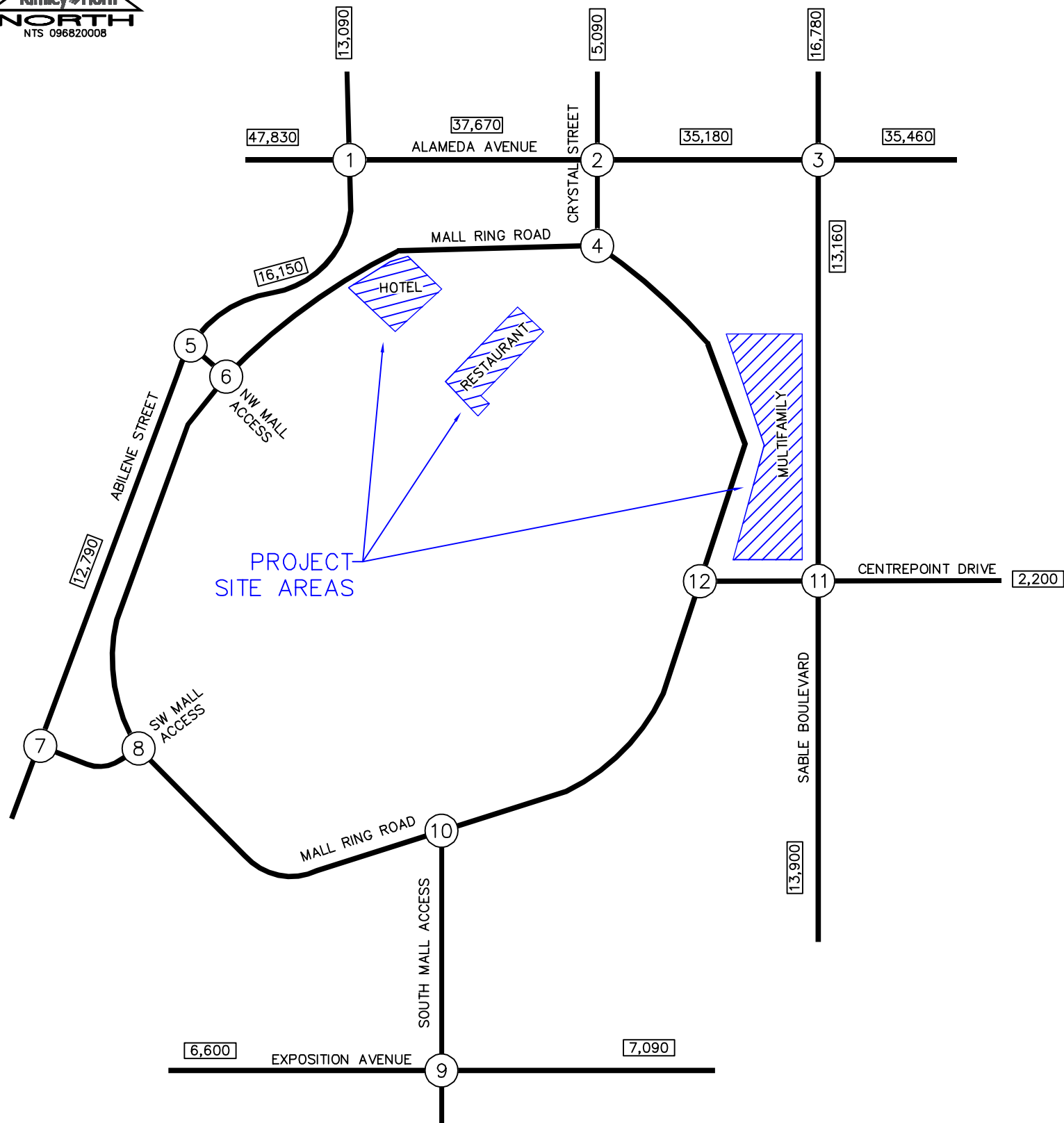
XXX(XXX) Weekday AM(PM)  
Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

TOWN CENTER AT AURORA  
AURORA, COLORADO  
2025 TOTAL TRAFFIC VOLUMES

FIGURE 12



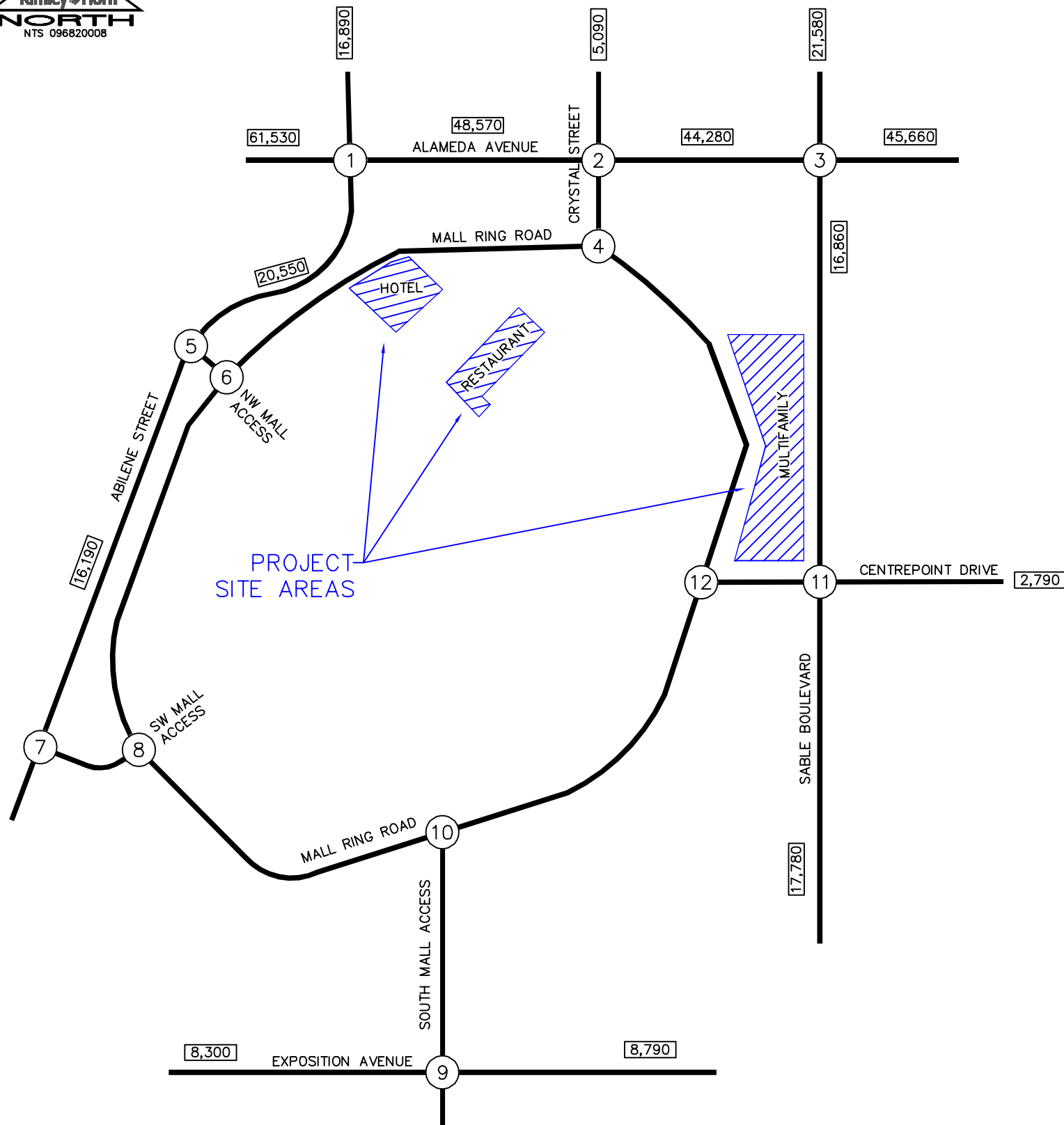


<p>①</p> <p>173(380) 141(270) 57(189)</p> <p>54(175) 1244(1742) 235(381)</p> <p>ALAMEDA AVE / ABILENE ST</p>	<p>②</p> <p>18(77) 9(52) 4(77)</p> <p>36(138) 1214(1677) 81(203)</p> <p>ALAMEDA AVE / CRYSTAL ST</p>	<p>③</p> <p>136(171) 210(449) 101(304)</p> <p>110(197) 1032(1466) 116(172)</p> <p>ALAMEDA AVE / SABLE BLVD</p>	<p>④</p> <p>30(172) 126(219) 87(208) 27(45)</p> <p>22(116) 4(51)</p> <p>MALL RING RD / CRYSTAL ST</p>
<p>⑤</p> <p>354(598) 70(251)</p> <p>51(231) 14(43)</p> <p>NW MALL ACCESS / ABILENE ST</p>	<p>⑥</p> <p>50(132) 18(44)</p> <p>55(151) 25(137)</p> <p>NW MALL ACCESS / RING RD</p>	<p>⑦</p> <p>328(559) 30(81)</p> <p>8(43) 9(57)</p> <p>SW MALL ACCESS / ABILENE ST</p>	<p>⑧</p> <p>4(19) 8(32)</p> <p>9(28) 50(107)</p> <p>SW MALL ACCESS / RING RD</p>
<p>⑨</p> <p>6(50) 1(3) 18(67)</p> <p>15(41) 144(300) 4(1)</p> <p>EXPOSITION AVE / SOUTH ACCESS</p>	<p>⑩</p> <p>18(49) 9(64)</p> <p>13(63) 12(50)</p> <p>RING RD / SOUTH ACCESS</p>	<p>⑪</p> <p>47(125) 257(631) 40(38)</p> <p>35(119) 12(56) 37(120)</p> <p>CENTREPOINT DR / SABLE BLVD</p>	<p>⑫</p> <p>24(74) 79(135) 90(145) 22(131)</p> <p>15(63) 8(161)</p> <p>CENTREPOINT DR / RING RD</p>

LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

TOWN CENTER AT AURORA  
AURORA, COLORADO  
2027 TOTAL TRAFFIC VOLUMES

FIGURE 13



<p>1</p> <p>224(491) 180(346) 74(245)</p> <p>74(77) 2730(2021) 24(108)</p> <p>70(227) 1602(2245) 295(483)</p> <p>231(651) 198(296) 52(147)</p> <p>ALAMEDA AVE / ABILENE ST</p>	<p>2</p> <p>18(77) 9(52) 4(77)</p> <p>30(99) 2730(1830) 53(111)</p> <p>36(138) 1571(2169) 81(203)</p> <p>60(145) 15(60) 43(129)</p> <p>ALAMEDA AVE / CRYSTAL ST</p>	<p>3</p> <p>176(221) 267(575) 130(393)</p> <p>189(255) 2459(1799) 58(109)</p> <p>143(255) 1331(1893) 150(223)</p> <p>223(217) 386(448) 81(94)</p> <p>ALAMEDA AVE / SABLE BLVD</p>	<p>4</p> <p>30(172) 126(219)</p> <p>87(208) 27(45)</p> <p>22(116) 4(51)</p> <p>MALL RING RD / CRYSTAL ST</p>
--	---	---	--

<p>5</p> <p>457(773) 70(251)</p> <p>51(231) 14(43)</p> <p>429(753) 11(49)</p> <p>NW MALL ACCESS / ABILENE ST</p>	<p>6</p> <p>50(132) 18(44)</p> <p>55(151) 25(137)</p> <p>12(140) 11(30)</p> <p>NW MALL ACCESS / RING RD</p>	<p>7</p> <p>422(723) 30(81)</p> <p>8(43) 9(57)</p> <p>443(765) 19(50)</p> <p>SW MALL ACCESS / ABILENE ST</p>	<p>8</p> <p>4(19) 8(32)</p> <p>9(28) 50(107)</p> <p>9(90) 6(21)</p> <p>SW MALL ACCESS / RING RD</p>
--	---	--	---

<p>9</p> <p>6(50) 1(3) 18(67)</p> <p>42(53) 265(346) 7(10)</p> <p>15(41) 186(388) 4(1)</p> <p>4(2) 0(2) 3(7)</p> <p>EXPOSITION AVE / SOUTH ACCESS</p>	<p>10</p> <p>18(49) 9(64)</p> <p>13(63) 12(50)</p> <p>30(37) 22(50)</p> <p>RING RD / SOUTH ACCESS</p>	<p>11</p> <p>47(125) 332(816) 52(49)</p> <p>76(39) 24(50) 34(59)</p> <p>35(119) 12(56) 37(120)</p> <p>44(102) 505(643) 41(25)</p> <p>CENTREPOINT DR / SABLE BLVD</p>	<p>12</p> <p>24(74) 79(135)</p> <p>90(145) 22(131)</p> <p>15(63) 8(161)</p> <p>CENTREPOINT DR / RING RD</p>
---	---	--	---

**LEGEND**

(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM)  
Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

TOWN CENTER AT AURORA  
AURORA, COLORADO  
2040 TOTAL TRAFFIC VOLUMES

FIGURE 14

## 5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2025, 2027, and 2040 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*<sup>2</sup>.

### 5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). According to City of Aurora guidelines for signalized intersections, individual movements may be allowed to fall to LOS E, but in most cases the overall intersection must operate (or be projected to operate) at a LOS D or better during AM and PM peak periods. If the existing LOS for an intersection is worse than LOS D, potential alternatives to improve the intersection to achieve LOS D should be provided or maintain the existing critical lane volume with the addition of site generated traffic. Minor movements at unsignalized intersections, such as left turns onto a major arterial from a side street, may be allowed to fall below LOS D pending the specific conditions. Movements which have a light traffic demand and a viable travel alternative may be allowed to fall below LOS D. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

**Table 2 – Level of Service Definitions**

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

<sup>2</sup> Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for a signalized, roundabout, and four-way stop controlled intersection is defined for each approach and for the intersection. The intersection analysis was conducted using Synchro software with the analysis results reported using the Highway Capacity Manual (HCM) procedure. According to City of Aurora guidelines, if traffic signal warrants or multiway stop warrant is met, then a roundabout shall also be considered at the intersection.

## 5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections identified for study are provided in **Appendix E**. The existing and background traffic analyses are based on the lane geometry and intersection control shown in **Figure 3**. The signalized intersection analysis utilizes City signal timings provided to Kimley-Horn and are included in **Appendix D**. Synchro traffic analysis software was used to analyze the study area intersections and access drives for level of service. The Synchro Highway Capacity Manual (HCM) methodology reports were used to analyze intersection delay and level of service.

### Alameda Avenue and Abilene Street (#1)

The intersection of Alameda Avenue and Abilene Street (#1) is signalized with protected only left turn phasing on all four approaches. The intersection currently operates with LOS D during the morning peak hour and LOS E during the afternoon peak hour. With optimized signal timing splits with the existing cycle lengths in 2025 and 2027, this intersection is anticipated to operate with LOS C during the morning peak hour and with LOS D during the afternoon peak hour. These optimized splits include providing additional green time along Alameda Avenue and for the northbound left turn phase. If optimized timing splits are implemented at this intersection, the City may wish to re-evaluate the signal progression along this corridor.

If 2040 volumes are realized, triple northbound left turn lanes and two northbound through lanes would need to be provided in order for the intersection to operate acceptably. However, it should be noted that an annual traffic growth rate of two percent was applied along Abilene Street which should provide a conservative analysis as the surrounding area is primarily built out. It is believed

that traffic growth will likely still occur along Abilene Street as it provides north-south through connectivity; however, a rate of two percent per year is likely higher than what will actually occur along this corridor. The long vehicle delays on the southbound approach is due to the green timing being optimized to improve the overall intersection. In order for the overall intersection and each movement and approach to operate acceptably, then the intersection will need more improvements that are likely not feasible. It is recommended that the City of Aurora monitor this intersection in the future to determine if it is operating at City standards with the existing lane configurations. **Table 3** provides the results of the level of service at this intersection.

**Table 3 – Alameda Avenue and Abilene Street (#1) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2023 Existing</b>	<b>48.2</b>	<b>D</b>	<b>74.2</b>	<b>E</b>
Eastbound Approach	34.6	C	45.2	D
Eastbound Left	70.4	E	75.4	E
Eastbound Through	32.7	C	44.4	D
Eastbound Right	0.0	A	19.5	B
Westbound Approach	56.6	E	55.8	E
Westbound Left	69.3	E	72.2	E
Westbound Through/Right	57.5	E	56.4	E
Northbound Approach	51.2	D	124.2	F
Northbound Left	69.9	E	169.3	F
Northbound Through	31.5	C	26.7	C
Northbound Right	0.0	A	0.0	A
Southbound Approach	42.6	D	145.1	F
Southbound Left	89.8	F	465.5	F
Southbound Through	31.4	C	36.7	D
Southbound Right	29.5	C	36.9	D
<b>2025 Background</b>	<b>49.2</b>	<b>D</b>	<b>78.4</b>	<b>E</b>
Eastbound Approach	35.1	D	47.3	D
Eastbound Left	70.5	E	76.3	E
Eastbound Through	33.4	C	46.5	D
Eastbound Right	0.0	A	19.8	B
Westbound Approach	58.2	E	56.8	E
Westbound Left	69.0	E	72.1	E
Westbound Through/Right	59.1	E	57.6	E
Northbound Approach	51.2	D	137.5	F
Northbound Left	69.8	E	188.5	F
Northbound Through	31.7	C	26.9	C
Northbound Right	0.0	A	0.0	A
Southbound Approach	42.8	D	153.7	F
Southbound Left	90.9	F	499.3	F
Southbound Through	31.5	C	36.8	D
Southbound Right	29.7	C	37.3	D

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2025 Background Plus Project #</b>	<b>36.9</b>	<b>D</b>	<b>42.5</b>	<b>D</b>
Eastbound Approach	17.4	B	30.6	C
Eastbound Left	70.5	E	69.0	E
Eastbound Through	15.1	B	28.6	C
Eastbound Right	7.5	A	9.1	A
Westbound Approach	40.7	D	29.3	C
Westbound Left	69.1	E	70.5	E
Westbound Through/Right	40.6	D	27.8	C
Northbound Approach	69.7	E	72.7	E
Northbound Left	73.6	E	73.9	E
Northbound Through	65.3	E	70.1	E
Northbound Right	0.0	A	0.0	A
Southbound Approach	59.2	E	75.1	E
Southbound Left	81.4	F	81.1	F
Southbound Through	54.0	D	59.5	E
Southbound Right	53.4	D	85.1	F
<b>2027 Background</b>	<b>49.4</b>	<b>D</b>	<b>82.8</b>	<b>F</b>
Eastbound Approach	35.7	D	50.2	D
Eastbound Left	70.7	E	77.1	E
Eastbound Through	34.2	C	50.0	D
Eastbound Right	19.0	B	20.1	C
Westbound Approach	58.2	E	57.7	E
Westbound Left	68.8	E	71.8	E
Westbound Through/Right	58.7	E	58.7	E
Northbound Approach	51.2	D	151.7	F
Northbound Left	69.7	E	209.4	F
Northbound Through	31.8	C	27.1	C
Northbound Right	0.0	A	0.0	A
Southbound Approach	42.9	D	160.6	F
Southbound Left	92.0	F	529.3	F
Southbound Through	31.6	C	37.0	D
Southbound Right	29.9	C	37.9	D

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2027 Background Plus Project #</b>	<b>37.4</b>	<b>D</b>	<b>44.6</b>	<b>D</b>
Eastbound Approach	17.3	B	30.6	C
Eastbound Left	70.7	E	68.9	E
Eastbound Through	15.3	B	29.1	C
Eastbound Right	7.3	A	8.7	A
Westbound Approach	41.4	D	29.5	C
Westbound Left	68.8	E	72.6	E
Westbound Through/Right	41.2	D	28.0	C
Northbound Approach	70.3	E	74.1	E
Northbound Left	73.1	E	74.0	E
Northbound Through	66.9	E	74.4	E
Northbound Right	0.0	A	0.0	A
Southbound Approach	60.6	E	87.7	F
Southbound Left	81.2	F	82.1	F
Southbound Through	55.7	E	64.0	E
Southbound Right	55.7	E	112.1	F
<b>2040 Background</b>	<b>96.2</b>	<b>F</b>	<b>142.4</b>	<b>F</b>
Eastbound Approach	44.0	D	131.9	F
Eastbound Left	72.1	E	90.4	F
Eastbound Through	43.7	D	148.3	F
Eastbound Right	20.2	C	23.1	C
Westbound Approach	142.6	F	67.3	E
Westbound Left	68.6	E	70.9	E
Westbound Through/Right	144.9	F	71.4	E
Northbound Approach	48.6	D	260.7	F
Northbound Left	69.5	E	371.1	F
Northbound Through	26.6	C	21.8	C
Northbound Right	0.0	A	0.0	A
Southbound Approach	44.9	D	223.6	F
Southbound Left	101.3	F	784.7	F
Southbound Through	32.3	C	38.1	D
Southbound Right	31.5	C	43.5	D



Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2040 Background Plus Project #</b>	<b>42.9</b>	<b>D</b>	<b>67.6</b>	<b>E</b>
Eastbound Approach	19.4	B	43.2	D
Eastbound Left	72.2	E	67.8	E
Eastbound Through	17.8	B	47.4	D
Eastbound Right	7.3	A	12.1	B
Westbound Approach	48.2	D	57.2	E
Westbound Left	68.6	E	97.7	F
Westbound Through/Right	48.3	D	56.3	E
Northbound Approach	81.2	F	96.5	F
Northbound Left	83.8	F	95.8	F
Northbound Through	78.1	E	98.2	F
Northbound Right	0.0	A	0.0	A
Southbound Approach	68.4	E	135.0	F
Southbound Left	94.9	F	104.6	F
Southbound Through	59.4	E	72.7	E
Southbound Right	66.1	E	204.6	F
<b>2040 Background Plus Project #</b>	<b>41.2</b>	<b>D</b>	<b>54.3</b>	<b>D</b>
Eastbound Approach	18.7	B	36.2	D
Eastbound Left	72.1	E	67.5	E
Eastbound Through	16.9	B	38.0	D
Eastbound Right	7.9	A	13.3	B
Westbound Approach	47.3	D	42.3	D
Westbound Left	68.6	E	71.4	E
Westbound Through/Right	47.4	D	41.7	D
Northbound Approach	74.3	E	67.4	E
Northbound Left	74.9	E	65.6	E
Northbound Through	73.6	E	71.4	E
Northbound Right	0.0	A	0.0	A
Southbound Approach	63.0	E	121.3	F
Southbound Left	79.3	E	75.8	E
Southbound Through	57.1	E	70.0	E
Southbound Right	62.1	E	190.8	F

# = Optimized Split Timings

\$ = Triple NB Left Turn Lanes

### **Alameda Avenue and Crystal Street (#2)**

The intersection of Alameda Avenue and Crystal Street (#2) is signalized with protected-permitted left turn phasing on all four approaches. The intersection currently operates acceptably with LOS C during the peak hours. With the addition of Phase I and II development, the intersection is expected to operate with LOS D in the morning peak hour and LOS C in the afternoon peak hour while vehicle queues are not expected to encroach into the adjacent intersections. The intersection operations are anticipated to continue operating with LOS D or better through the 2027 horizon. However, if 2040 volumes are realized, then the intersection may operate with unacceptable delay with or without project traffic. With optimizing split timings, the intersection is expected to operate with LOS D or better in the long-term horizon. If optimized timing splits are implemented at this intersection, the City may wish to re-evaluate the signal progression along this corridor.

An alternative analysis was provided for the intersection to provide dual northbound left turn lanes along Crystal Street by relocating the existing median along Crystal Street to the west. To prevent northbound and southbound left turning paths from crossing, the middle lane on the southbound approach of this intersection would need to be converted from a second left turn lane to a through lane while the existing outside shared through/right turn lane would need to be converted to a designated right turn lane. This will allow for the northbound dual left turn lanes to operate without overlapping with the path of the southbound left turn lane. There are currently 77 vehicles making southbound left turn movements during the peak hour at this intersection which is significantly less than the typical 300 movements needed to implement dual left turn lane; therefore, this conversion is logical from a traffic volume, vehicle queuing, and operational standpoint. The existing signal timing splits may need to be optimized while maintaining the existing cycle lengths. Of note, with this improvement, the two southbound approach lanes at the Mall Ring Road intersection #4 will need consolidate to one single approach lane to accommodate this northbound approach improvement. With these improvements, this alternative intersection geometry is expected to operate acceptably with LOS D or better during the peak hours throughout the 2040 horizon. **Table 4** provides the results of the level of service at this intersection.

**Table 4 – Alameda Avenue and Crystal Street (#2) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2023 Existing</b>	<b>34.0</b>	<b>C</b>	<b>31.2</b>	<b>C</b>
Eastbound Approach	33.1	C	30.4	C
Eastbound Left	27.8	C	23.3	C
Eastbound Through	33.6	C	31.7	C
Eastbound Right	25.3	C	24.3	C
Westbound Approach	34.7	C	30.9	C
Westbound Left	19.7	B	28.5	C
Westbound Through/Right	36.5	D	31.9	C
Northbound Approach	32.3	C	34.9	C
Northbound Left	31.5	C	31.2	C
Northbound Through/Right	33.1	C	37.7	D
Southbound Approach	34.8	C	35.9	D
Southbound Left	33.8	C	32.1	C
Southbound Through/Right	34.9	C	38.3	D
<b>2025 Background</b>	<b>35.1</b>	<b>D</b>	<b>30.1</b>	<b>C</b>
Eastbound Approach	33.6	C	29.2	C
Eastbound Left	29.6	C	22.4	C
Eastbound Through	34.1	C	30.4	C
Eastbound Right	25.3	C	22.9	C
Westbound Approach	36.1	D	29.7	C
Westbound Left	20.0	B	28.3	C
Westbound Through/Right	38.2	D	30.6	C
Northbound Approach	32.3	C	34.4	C
Northbound Left	31.5	C	31.1	C
Northbound Through/Right	33.1	C	36.9	D
Southbound Approach	34.8	C	34.7	C
Southbound Left	33.8	C	31.1	C
Southbound Through/Right	34.9	C	37.1	D
<b>2025 Background Plus Project</b>	<b>39.0</b>	<b>D</b>	<b>32.3</b>	<b>C</b>
Eastbound Approach	43.5	D	32.1	C
Eastbound Left	30.3	C	24.1	C
Eastbound Through	44.6	D	33.6	C
Eastbound Right	32.6	C	25.2	C
Westbound Approach	36.6	D	31.6	C
Westbound Left	21.3	C	30.8	C
Westbound Through/Right	38.8	D	32.5	C
Northbound Approach	32.2	C	35.2	D
Northbound Left	31.3	C	31.4	C
Northbound Through/Right	33.2	C	38.1	D
Southbound Approach	34.8	C	36.0	D
Southbound Left	33.8	C	32.1	C
Southbound Through/Right	35.0	C	38.4	D

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2027 Background</b>	<b>36.5</b>	<b>D</b>	<b>32.2</b>	<b>C</b>
Eastbound Approach	34.1	C	31.4	C
Eastbound Left	31.8	C	24.3	C
Eastbound Through	34.6	C	32.8	C
Eastbound Right	25.2	C	24.2	C
Westbound Approach	38.1	D	32.2	C
Westbound Left	20.3	C	31.4	C
Westbound Through/Right	40.5	D	33.1	C
Northbound Approach	32.3	C	34.9	C
Northbound Left	31.5	C	31.2	C
Northbound Through/Right	33.1	C	37.7	D
Southbound Approach	34.8	C	35.9	D
Southbound Left	33.8	C	32.1	C
Southbound Through/Right	34.9	C	38.3	D
<b>2027 Background Plus Project</b>	<b>41.4</b>	<b>D</b>	<b>33.2</b>	<b>C</b>
Eastbound Approach	44.8	D	33.3	C
Eastbound Left	33.1	C	24.8	C
Eastbound Through	45.9	D	35.0	C
Eastbound Right	33.8	C	25.9	C
Westbound Approach	39.9	D	32.3	C
Westbound Left	22.6	C	33.0	C
Westbound Through/Right	42.7	D	33.1	C
Northbound Approach	31.9	C	35.6	D
Northbound Left	30.8	C	31.9	C
Northbound Through/Right	33.0	C	38.4	D
Southbound Approach	35.0	C	36.2	D
Southbound Left	33.8	C	32.2	C
Southbound Through/Right	35.2	D	38.6	D
<b>2027 Background Plus Project #</b>	<b>11.9</b>	<b>B</b>	<b>21.3</b>	<b>C</b>
Eastbound Approach	0.7	A	7.3	A
Eastbound Left	13.4	B	23.4	C
Eastbound Through	0.3	A	6.3	A
Eastbound Right	0.1	A	4.8	A
Westbound Approach	15.5	B	30.4	C
Westbound Left	7.1	A	22.3	C
Westbound Through/Right	16.0	B	31.8	C
Northbound Approach	62.9	E	52.9	D
Northbound Left	71.4	E	69.1	E
Northbound Through/Right	54.2	D	40.4	D
Southbound Approach	54.2	D	35.9	D
Southbound Left	52.7	D	33.2	C
Southbound Through/Right	54.8	D	38.0	D



Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2040 Background</b>	<b>86.1</b>	<b>F</b>	<b>39.0</b>	<b>D</b>
Eastbound Approach	28.0	C	41.4	D
Eastbound Left	33.4	C	31.2	C
Eastbound Through	28.2	C	43.4	D
Eastbound Right	18.9	B	24.2	C
Westbound Approach	<b>122.5</b>	<b>F</b>	36.9	D
Westbound Left	22.5	C	35.9	D
Westbound Through/Right	<b>126.1</b>	<b>F</b>	38.2	D
Northbound Approach	32.3	C	34.9	C
Northbound Left	31.5	C	31.2	C
Northbound Through/Right	33.1	C	37.7	D
Southbound Approach	34.8	C	35.9	D
Southbound Left	33.8	C	32.1	C
Southbound Through/Right	34.9	C	38.3	D
<b>2040 Background Plus Project #</b>	<b>25.4</b>	<b>C</b>	<b>43.3</b>	<b>D</b>
Eastbound Approach	16.2	B	48.4	D
Eastbound Left	34.5	C	31.5	C
Eastbound Through	16.0	B	51.7	<b>F</b>
Eastbound Right	10.9	B	25.4	C
Westbound Approach	29.8	C	39.0	D
Westbound Left	12.8	B	39.4	D
Westbound Through/Right	32.5	C	41.0	D
Northbound Approach	47.2	D	35.6	D
Northbound Left	45.5	D	31.9	C
Northbound Through/Right	48.9	D	38.4	D
Southbound Approach	51.4	D	36.2	D
Southbound Left	49.4	D	32.2	C
Southbound Through/Right	51.7	D	38.6	D
<b>2040 Background Plus Project #</b>	<b>20.2</b>	<b>C</b>	<b>30.7</b>	<b>C</b>
Eastbound Approach	1.2	A	20.6	C
Eastbound Left	33.4	C	30.2	C
Eastbound Through	0.6	A	21.5	<b>F</b>
Eastbound Right	0.2	A	5.0	A
Westbound Approach	29.5	C	39.0	D
Westbound Left	8.9	A	39.8	D
Westbound Through/Right	32.4	C	41.0	D
Northbound Approach	<b>60.4</b>	<b>E</b>	52.7	D
Northbound Left	<b>71.2</b>	<b>E</b>	<b>70.0</b>	<b>E</b>
Northbound Through/Right	49.0	D	39.5	D
Southbound Approach	49.7	D	35.2	D
Southbound Left	48.4	D	32.6	C
Southbound Through/Right	50.1	D	37.2	D

# = Optimized Split Timings

Blue = Includes Dual Northbound Left Turn Lanes; Conversion of Second SB Left to Through and Shared Through/Right to Right Turn Lane

### Alameda Avenue and Sable Boulevard (#3)

The intersection of Alameda Avenue and Sable Boulevard (#3) is signalized with protected-permitted left-turn phasing on all approaches. The intersection currently operates acceptably with LOS C during the morning and afternoon peak hours. With the existing lane configuration, the intersection is expected to continue to operate acceptably at LOS D or better during the peak hours with or without the addition of project traffic through 2027. If 2040 volumes are realized, the timing splits may need to be optimized in order for the intersection to operate acceptably in the long-term horizon. **Table 5** provides the results of the level of service at this intersection.

**Table 5 – Alameda Avenue and Sable Boulevard (#3) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2023 Existing</b>	<b>35.9</b>	<b>D</b>	<b>39.6</b>	<b>D</b>
Eastbound Approach	39.2	D	47.2	D
Eastbound Left	45.7	D	51.3	D
Eastbound Through	38.8	D	47.5	D
Eastbound Right	30.7	C	33.5	C
Westbound Approach	36.9	D	38.7	D
Westbound Left	33.1	C	48.0	D
Westbound Through	37.9	D	39.1	D
Westbound Right	24.1	C	32.5	C
Northbound Approach	25.9	C	25.9	C
Northbound Left	39.5	D	39.9	D
Northbound Through	19.6	B	21.0	C
Northbound Right	7.7	A	9.1	A
Southbound Approach	32.9	C	34.5	C
Southbound Left	36.3	D	37.2	D
Southbound Through	35.0	C	36.4	D
Southbound Right	22.4	C	19.0	B

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2025 Background</b>	<b>37.2</b>	<b>D</b>	<b>40.9</b>	<b>D</b>
Eastbound Approach	39.7	D	49.1	D
Eastbound Left	46.4	D	52.2	D
Eastbound Through	39.3	D	30.4	C
Eastbound Right	30.8	C	22.9	C
Westbound Approach	39.2	D	29.7	C
Westbound Left	34.0	C	28.3	C
Westbound Through	40.5	D	29.4	C
Westbound Right	24.4	C	30.6	C
Northbound Approach	26.0	C	34.4	C
Northbound Left	39.7	D	31.1	C
Northbound Through	19.7	B	0.0	A
Northbound Right	7.8	A	36.9	D
Southbound Approach	32.9	C	34.7	C
Southbound Left	36.3	D	31.1	C
Southbound Through	35.1	D	0.0	A
Southbound Right	22.4	C	37.1	D
<b>2025 Background Plus Project</b>	<b>37.3</b>	<b>D</b>	<b>40.8</b>	<b>D</b>
Eastbound Approach	39.8	D	49.0	D
Eastbound Left	46.3	D	51.5	D
Eastbound Through	39.4	D	49.5	D
Eastbound Right	30.8	C	33.7	C
Westbound Approach	39.4	D	40.5	D
Westbound Left	34.4	C	49.0	D
Westbound Through	40.7	D	41.0	D
Westbound Right	24.4	C	33.3	C
Northbound Approach	25.7	C	25.8	C
Northbound Left	39.7	D	40.1	D
Northbound Through	19.8	B	21.1	C
Northbound Right	7.9	A	9.3	A
Southbound Approach	33.0	C	34.8	C
Southbound Left	36.3	D	37.5	D
Southbound Through	35.2	D	36.8	D
Southbound Right	22.4	C	18.9	B

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2027 Background</b>	<b>39.1</b>	<b>D</b>	<b>42.2</b>	<b>D</b>
Eastbound Approach	40.2	D	51.2	D
Eastbound Left	47.0	D	52.2	D
Eastbound Through	39.8	D	52.2	D
Eastbound Right	31.0	C	33.8	C
Westbound Approach	42.7	D	41.9	D
Westbound Left	34.9	C	49.3	D
Westbound Through	44.2	D	42.6	D
Westbound Right	24.7	C	34.0	C
Northbound Approach	26.3	C	26.1	C
Northbound Left	40.1	D	40.3	D
Northbound Through	20.0	B	21.2	C
Northbound Right	7.9	A	9.3	A
Southbound Approach	33.0	C	34.8	C
Southbound Left	36.4	D	37.7	D
Southbound Through	35.2	D	36.9	D
Southbound Right	22.4	C	18.9	B
<b>2027 Background Plus Project</b>	<b>39.4</b>	<b>D</b>	<b>42.4</b>	<b>D</b>
Eastbound Approach	40.4	D	51.6	D
Eastbound Left	47.0	D	51.6	D
Eastbound Through	40.0	D	52.7	D
Eastbound Right	31.0	C	33.8	C
Westbound Approach	43.5	D	42.3	D
Westbound Left	36.0	D	49.3	D
Westbound Through	45.1	D	43.1	D
Westbound Right	24.7	C	34.0	C
Northbound Approach	25.7	C	25.8	C
Northbound Left	40.1	D	40.4	D
Northbound Through	20.1	C	21.3	C
Northbound Right	8.1	A	9.4	A
Southbound Approach	33.2	C	35.0	C
Southbound Left	36.4	D	37.7	D
Southbound Through	35.5	D	37.2	D
Southbound Right	22.4	C	18.9	B



Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2040 Background</b>	<b>84.7</b>	<b>F</b>	<b>81.5</b>	<b>F</b>
Eastbound Approach	45.9	D	132.6	F
Eastbound Left	62.0	E	85.5	F
Eastbound Through	44.9	D	146.5	F
Eastbound Right	31.8	C	34.7	C
Westbound Approach	130.0	F	67.6	E
Westbound Left	44.1	D	49.4	D
Westbound Through	139.4	F	73.0	E
Westbound Right	26.3	C	36.5	D
Northbound Approach	28.0	C	27.7	C
Northbound Left	42.5	D	44.3	D
Northbound Through	21.6	C	22.1	C
Northbound Right	8.5	A	9.5	A
Southbound Approach	33.3	C	37.7	D
Southbound Left	37.0	D	42.8	D
Southbound Through	36.0	D	39.2	D
Southbound Right	23.3	C	20.3	C
<b>2040 Background Plus Project #</b>	<b>25.0</b>	<b>C</b>	<b>31.4</b>	<b>C</b>
Eastbound Approach	17.4	B	22.9	C
Eastbound Left	52.0	D	32.0	C
Eastbound Through	14.0	B	22.2	C
Eastbound Right	10.5	B	15.1	B
Westbound Approach	11.8	B	9.2	A
Westbound Left	11.5	B	21.4	C
Westbound Through	12.3	B	8.8	A
Westbound Right	6.4	A	6.8	A
Northbound Approach	69.5	E	72.7	E
Northbound Left	58.9	E	74.6	E
Northbound Through	73.8	E	76.5	E
Northbound Right	44.5	D	44.4	D
Southbound Approach	59.3	E	64.0	E
Southbound Left	58.0	E	72.3	E
Southbound Through	58.8	E	59.9	E
Southbound Right	61.8	E	58.5	E

# = Optimized Split Timings

### Crystal Street and Mall Ring Road (#4)

The intersection of Mall Ring Road and Crystal Street currently operates with stop control on all three approaches. All movements currently operate with LOS B or better during the peak hours. The intersection movements are anticipated to continue operating acceptably through the long-term 2040 horizon with the existing geometry and control.

However, an alternative analysis has been provided with the intersection being a single lane roundabout. Roundabout control may mitigate any potential queueing of the southbound movement into Alameda Avenue. Through additional coordination with the City of Aurora, preventing vehicles from queueing into the roundabout cannot be supported with confidence; therefore, a site-specific traffic analysis will be provided in the future with actual field observations of vehicle queues and existing traffic count data to determine if roundabout control is possible based on real life vehicle queueing data. As a single lane roundabout, this intersection is expected to operate acceptably during the peak hour in 2027 and 2040. Additionally, if the intersection improvements are constructed on the northbound approach of Crystal Street at Alameda Avenue (#2) in 2040, then the two southbound approach lanes at Mall Ring Road/Crystal Street (#4) will need to consolidate to a single lane approach. This alternative analysis is shown in green in the table below. It is anticipated that the intersection with all way stop control will continue to operate acceptably in the long-term horizon with a single southbound lane approach while also containing southbound vehicle queues prior to Alameda Avenue. **Table 6** provides the results of the level of service at this intersection.

**Table 6 – Mall Ring Road and Crystal Street (#4) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>2023 Existing (AWSC)</b>	<b>8.4</b>	<b>A</b>	<b>10.8</b>	<b>B</b>
Eastbound Left	8.3	A	10.7	B
Eastbound Through	7.7	A	9.2	A
Westbound Through/Right	7.8	A	11.0	B
Southbound Left	9.2	A	12.4	B
Southbound Right	6.9	A	9.2	A
<b>2025 Background (AWSC)</b>	<b>8.4</b>	<b>A</b>	<b>10.8</b>	<b>B</b>
Eastbound Left	8.3	A	10.7	B
Eastbound Through	7.7	A	9.2	A
Westbound Through/Right	7.8	A	11.0	B
Southbound Left	9.2	A	12.4	B
Southbound Right	6.9	A	9.2	A

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>2025 Background Plus Project (AWSC)</b>	<b>8.5</b>	<b>A</b>	<b>11.3</b>	<b>B</b>
Eastbound Left	8.3	A	11.1	B
Eastbound Through	7.8	A	9.3	A
Westbound Through/Right	8.0	A	11.5	B
Southbound Left	9.4	A	13.0	B
Southbound Right	7.0	A	9.5	A
<b>2027 Background (AWSC)</b>	<b>8.4</b>	<b>A</b>	<b>10.8</b>	<b>B</b>
Eastbound Left	8.3	A	10.7	B
Eastbound Through	7.7	A	9.2	A
Westbound Through/Right	7.8	A	11.0	B
Southbound Left	9.2	A	12.4	B
Southbound Right	6.9	A	9.2	A
<b>2027 Background Plus Project (AWSC)</b>	<b>8.8</b>	<b>A</b>	<b>11.7</b>	<b>B</b>
Eastbound Left	8.6	A	11.4	B
Eastbound Through	7.9	A	9.5	A
Westbound Through/Right	8.3	A	11.9	B
Southbound Left	9.8	A	13.6	B
Southbound Right	7.1	A	9.7	A
<b>2027 Background Plus Project (Roundabout)</b>	<b>3.8</b>	<b>A</b>	<b>5.5</b>	<b>A</b>
Eastbound Approach	3.4	A	5.0	A
Westbound Approach	3.6	A	5.2	A
Southbound Approach	3.9	A	5.9	A
<b>2040 Background (AWSC)</b>	<b>8.4</b>	<b>A</b>	<b>10.8</b>	<b>B</b>
Eastbound Left	8.3	A	10.7	B
Eastbound Through	7.7	A	9.2	A
Westbound Through/Right	7.8	A	11.0	B
Southbound Left	9.2	A	12.4	B
Southbound Right	6.9	A	9.2	A
<b>2040 Background Plus Project (AWSC)</b>	<b>8.8</b>	<b>A</b>	<b>11.7</b>	<b>B</b>
Eastbound Left	8.6	A	11.4	B
Eastbound Through	7.9	A	9.5	A
Westbound Through/Right	8.3	A	11.9	B
Southbound Left	9.8	A	13.6	B
Southbound Right	7.1	A	9.7	A
<b>2040 Background Plus Project (AWSC) # Alternative</b>	<b>8.3</b>	<b>A</b>	<b>13.1</b>	<b>B</b>
Eastbound Left	8.5	A	11.3	B
Eastbound Through	7.8	A	9.4	A
Westbound Through/Right	7.8	A	11.2	B
Southbound Approach	8.6	A	15.4	C
<b>2040 Background Plus Project (Roundabout)</b>	<b>3.8</b>	<b>A</b>	<b>5.5</b>	<b>A</b>
Eastbound Approach	3.4	A	5.0	A
Westbound Approach	3.6	A	5.2	A
Southbound Approach	3.9	A	5.9	A

AWSC = All-Way Stop Control

# = Single Lane SB Approach if Alameda Ave & Crystal St northbound and southbound improvements are provided

### Northwest Mall Access and Abilene Street (#5)

The intersection of Northwest Mall Entrance and Abilene Street is a signalized T intersection with protected-permitted left-turn phasing in the southbound approach. The intersection currently operates acceptably with LOS A during the morning peak hour and LOS B during the afternoon peak hour. With the existing lane configuration, the intersection is expected to continue to operate acceptably with LOS A during the morning peak hour and LOS B during the afternoon peak hour through the long-term 2040 horizon with or without the addition of project traffic. Of note, based on a vehicle queuing evaluation (in Section 5.3), it is anticipated that westbound and southbound turn lanes will exceed the provided storage. Therefore, a reduction in cycle length from 140 seconds to 90 seconds during the afternoon peak hour may be considered in order for vehicles to remain in the provided storage. Additionally, to mitigate the LOS E and LOS F, the cycle length during both peak hours are recommended to decrease to 90 seconds. **Table 7** provides the level of service at this intersection.

**Table 7 – Northwest Mall Entrance and Abilene Street (#5) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2023 Existing</b>	<b>3.7</b>	<b>A</b>	<b>15.0</b>	<b>B</b>
Westbound Approach	74.0	E	69.3	E
Westbound Left	70.1	E	51.8	D
Westbound Right	76.3	E	72.8	E
Northbound Approach	2.2	A	9.2	A
Northbound Through/Right	2.2	A	9.2	A
Southbound Approach	0.2	A	1.7	A
Southbound Left	1.1	A	5.7	A
Southbound Through	0.1	A	0.2	A
<b>2025 Background</b>	<b>3.7</b>	<b>A</b>	<b>14.7</b>	<b>B</b>
Westbound Approach	74.0	E	69.3	E
Westbound Left	70.1	E	51.8	D
Westbound Right	76.3	E	72.8	E
Northbound Approach	2.2	A	9.3	A
Northbound Through/Right	2.2	A	9.3	A
Southbound Approach	0.2	A	1.7	A
Southbound Left	1.1	A	5.7	A
Southbound Through	0.1	A	0.2	A
<b>2025 Background Plus Project</b>	<b>5.9</b>	<b>A</b>	<b>15.6</b>	<b>B</b>
Westbound Approach	80.2	F	70.3	E
Westbound Left	67.9	E	50.6	D
Westbound Right	84.3	F	74.1	E
Northbound Approach	2.6	A	10.1	B



Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Northbound Through/Right	2.6	A	10.1	B
Southbound Approach	0.2	A	1.9	A
Southbound Left	1.3	A	6.2	A
Southbound Through	0.1	A	0.2	A
<b>2025 Background Plus Project #</b>	<b>4.4</b>	<b>A</b>	<b>10.8</b>	<b>B</b>
Westbound Approach	47.4	D	43.5	D
Westbound Left	43.9	D	35.4	D
Westbound Right	49.0	D	45.6	D
Northbound Approach	3.3	A	8.5	A
Northbound Through/Right	3.4	A	8.5	A
Southbound Approach	1.5	A	4.3	A
Southbound Left	1.8	A	5.2	A
Southbound Through	1.5	A	3.9	A
<b>2027 Background</b>	<b>3.6</b>	<b>A</b>	<b>14.5</b>	<b>B</b>
Westbound Approach	74.0	E	69.3	E
Westbound Left	70.1	E	51.8	D
Westbound Right	76.3	E	72.8	E
Northbound Approach	2.3	A	9.4	A
Northbound Through/Right	2.3	A	9.4	A
Southbound Approach	0.2	A	1.7	A
Southbound Left	1.1	A	5.8	A
Southbound Through	0.1	A	0.2	A
<b>2027 Background Plus Project</b>	<b>7.4</b>	<b>A</b>	<b>16.2</b>	<b>B</b>
Westbound Approach	76.6	E	71.3	E
Westbound Left	65.2	E	49.9	D
Westbound Right	79.7	E	75.3	E
Northbound Approach	3.1	A	11.2	B
Northbound Through/Right	3.1	A	11.2	B
Southbound Approach	0.3	A	2.1	A
Southbound Left	1.7	A	6.8	A
Southbound Through	0.1	A	0.2	A
<b>2027 Background Plus Project #</b>	<b>5.8</b>	<b>A</b>	<b>11.3</b>	<b>B</b>
Westbound Approach	49.9	D	43.3	D
Westbound Left	42.8	D	34.7	C
Westbound Right	52.3	D	45.5	D
Northbound Approach	3.8	A	9.3	A
Northbound Through/Right	3.8	A	9.3	A
Southbound Approach	1.7	A	4.6	A
Southbound Left	2.0	A	5.7	A
Southbound Through	1.7	A	4.2	A

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2040 Background</b>	<b>3.1</b>	<b>A</b>	<b>13.2</b>	<b>B</b>
Westbound Approach	74.0	E	69.3	E
Westbound Left	70.1	E	51.8	D
Westbound Right	76.3	E	72.8	E
Northbound Approach	2.4	A	10.2	B
Northbound Through/Right	2.4	A	10.2	B
Southbound Approach	0.2	A	1.6	A
Southbound Left	1.2	A	6.4	A
Southbound Through	0.1	A	0.2	A
<b>2040 Background Plus Project</b>	<b>6.4</b>	<b>A</b>	<b>14.9</b>	<b>B</b>
Westbound Approach	76.6	E	71.3	E
Westbound Left	65.2	E	49.9	D
Westbound Right	79.7	E	75.3	E
Northbound Approach	3.3	A	12.1	B
Northbound Through/Right	3.3	A	12.1	B
Southbound Approach	0.3	A	2.0	A
Southbound Left	1.7	A	7.6	A
Southbound Through	0.1	A	0.2	A
<b>2040 Background Plus Project #</b>	<b>5.3</b>	<b>A</b>	<b>11.1</b>	<b>B</b>
Westbound Approach	49.9	D	43.9	D
Westbound Left	42.8	D	34.8	C
Westbound Right	52.3	D	46.1	D
Northbound Approach	4.0	A	10.1	B
Northbound Through/Right	4.0	A	10.1	B
Southbound Approach	1.8	A	5.0	A
Southbound Left	2.1	A	6.5	A
Southbound Through	1.7	A	4.5	A

# = Reduced Cycle Length to 90 Seconds

### Northwest Mall Access and Mall Ring Road (#6)

The intersection of Northwest Mall Entrance and Mall Ring Road (#6) currently operates with stop control in the northbound and southbound Mall Ring Road approaches. As such, all movements currently operate with acceptably with LOS C or better during both peak hours. With Phase I, II and full buildout of development, the movements are expected to continue to operate with acceptable level of service throughout the 2040 horizon. Therefore, no modifications are anticipated to be needed at this intersection. **Table 8** provides the results of the level of service at this intersection.

**Table 8 – Northwest Mall Entrance and Mall Ring Road (#6) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>2023 Existing (TWSC)</b>				
Eastbound Approach	7.2	A	7.4	A
Northbound Left	9.0	A	17.1	C
Northbound Through	9.3	A	11.1	B
Southbound Through/Right	9.0	A	10.4	B
<b>2025 Background</b>				
Eastbound Approach	7.2	A	7.4	A
Northbound Left	9.0	A	17.1	C
Northbound Through	9.3	A	11.1	B
Southbound Through/Right	9.0	A	10.4	B
<b>2025 Background Plus Project</b>				
Eastbound Approach	7.3	A	7.4	A
Northbound Left	9.7	A	20.1	C
Northbound Through	9.6	A	11.7	B
Southbound Through/Right	9.0	A	10.8	B
<b>2027 Background</b>				
Eastbound Approach	7.2	A	7.4	A
Northbound Left	9.0	A	17.1	C
Northbound Through	9.3	A	11.1	B
Southbound Through/Right	9.0	A	10.4	B
<b>2027 Background Plus Project</b>				
Eastbound Approach	7.3	A	7.5	A
Northbound Left	10.8	B	24.9	C
Northbound Through	10.2	B	12.4	B
Southbound Through/Right	9.3	A	11.2	B
<b>2040 Background</b>				
Eastbound Approach	7.2	A	7.4	A
Northbound Left	9.0	A	17.1	C
Northbound Through	9.3	A	11.1	B
Southbound Through/Right	9.0	A	10.4	B
<b>2040 Background Plus Project</b>				
Eastbound Approach	7.3	A	7.5	A
Northbound Left	10.8	B	24.9	C
Northbound Through	10.2	B	12.4	B
Southbound Through/Right	9.3	A	11.2	B

TWSC = Two-Way Stop Control

### Abilene Street and Southwest Mall Access (#7)

The intersection of Abilene Street and Southwest Mall Access (#7) operates with stop control on the westbound Southwest Mall Access approach. As such, all movements currently operate with acceptably with LOS C or better during both peak hours. With existing lane configurations, the movements at the intersection are expected to continue to operate acceptably with LOS C or better with or without the addition of project traffic during the afternoon peak hour throughout 2040. Therefore, no modifications are anticipated to be required at this intersection. **Table 9** provides the results of the level of service at this intersection.

**Table 9 – Abilene Street and Southwest Mall Access (#7) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>2023 Existing (TWSC)</b>				
Westbound Left	11.9	B	17.9	C
Westbound Right	9.4	A	10.6	B
Southbound Left	8.1	A	9.1	A
<b>2025 Background</b>				
Westbound Left	12.1	B	18.3	C
Westbound Right	9.4	A	10.7	B
Southbound Left	8.1	A	9.2	A
<b>2025 Background Plus Project</b>				
Westbound Left	12.2	B	18.5	C
Westbound Right	9.4	A	10.8	B
Southbound Left	8.2	A	9.3	A
<b>2027 Background</b>				
Westbound Left	12.3	B	18.9	C
Westbound Right	9.5	A	10.9	B
Southbound Left	8.2	A	9.3	A
<b>2027 Background Plus Project</b>				
Westbound Left	12.4	B	19.3	C
Westbound Right	9.5	A	10.9	B
Southbound Left	8.2	A	9.4	A
<b>2040 Background</b>				
Westbound Left	13.4	B	23.6	C
Westbound Right	9.9	A	11.8	B
Southbound Left	8.5	A	10.2	B
<b>2040 Background Plus Project</b>				
Westbound Left	13.6	B	24.4	C
Westbound Right	9.9	A	11.9	B
Southbound Left	8.5	A	10.2	B

TWSC = Two-Way Stop Control



### Southwest Mall Access and Mall Ring Road (#8)

The intersection of Southwest Mall Access and Mall Ring Road (#8) operates with all-way stop control. As such, all movements currently operate with acceptably with LOS A during both peak hours. With existing lane configurations, the movements at the intersection continue to operate acceptably with LOS A with or without the addition of project traffic during the afternoon peak hour throughout 2040. No modifications are anticipated to be required at this intersection. **Table 10** provides the results of the level of service at this intersection.

**Table 10 – Southwest Mall Access and Mall Ring Road (#8) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>2023 Existing (AWSC)</b>				
Eastbound Approach	7.0	A	7.8	A
Northbound Approach	7.9	A	8.8	A
Southbound Approach	7.4	A	7.9	A
<b>Overall</b>	<b>7.1</b>	<b>A</b>	<b>8.2</b>	<b>A</b>
<b>2025 Background</b>				
Eastbound Approach	7.0	A	7.8	A
Northbound Approach	7.9	A	8.8	A
Southbound Approach	7.4	A	7.9	A
<b>Overall</b>	<b>7.1</b>	<b>A</b>	<b>8.2</b>	<b>A</b>
<b>2025 Background Plus Project</b>				
Eastbound Approach	7.0	A	7.8	A
Northbound Approach	7.8	A	8.8	A
Southbound Approach	7.4	A	7.9	A
<b>Overall</b>	<b>7.2</b>	<b>A</b>	<b>8.2</b>	<b>A</b>
<b>2027 Background</b>				
Eastbound Approach	7.0	A	7.8	A
Northbound Approach	7.9	A	8.8	A
Southbound Approach	7.4	A	7.9	A
<b>Overall</b>	<b>7.1</b>	<b>A</b>	<b>8.2</b>	<b>A</b>
<b>2027 Background Plus Project</b>				
Eastbound Approach	7.1	A	7.9	A
Northbound Approach	7.8	A	8.8	A
Southbound Approach	7.4	A	7.9	A
<b>Overall</b>	<b>7.3</b>	<b>A</b>	<b>8.2</b>	<b>A</b>
<b>2040 Background</b>				
Eastbound Approach	7.0	A	7.8	A
Northbound Approach	7.9	A	8.8	A
Southbound Approach	7.4	A	7.9	A
<b>Overall</b>	<b>7.1</b>	<b>A</b>	<b>8.2</b>	<b>A</b>
<b>2040 Background Plus Project</b>				
Eastbound Approach	7.1	A	7.9	A
Northbound Approach	7.8	A	8.8	A
Southbound Approach	7.4	A	7.9	A
<b>Overall</b>	<b>7.3</b>	<b>A</b>	<b>8.2</b>	<b>A</b>

AWSC = All-Way Stop Control

### Exposition Avenue and South Mall Access (#9)

The intersection of Exposition Avenue and South Mall Access (#9) is signalized with protected-permitted left turn phasing on the eastbound and westbound approaches. The intersection currently operates acceptably with LOS B during the morning peak hour and the afternoon peak hours. The intersection is expected to continue to operate acceptably during both peak hours with or without the addition of project traffic. Therefore, no modifications are anticipated to be needed at this intersection. **Table 11** provides the results of the level of service at this intersection.

**Table 11 – Exposition Avenue and South Mall Access (#9) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
	(sec/veh)		(sec/veh)	
<b>2023 Existing</b>	<b>11.7</b>	<b>B</b>	<b>14.5</b>	<b>B</b>
Eastbound Approach	9.8	A	11.1	B
Eastbound Left	8.8	A	9.1	A
Eastbound Through/Right	10.0	A	11.4	B
Westbound Approach	11.3	B	12.8	B
Westbound Left	8.9	A	9.6	A
Westbound Through/Right	11.4	B	12.9	B
Northbound Approach	26.0	C	26.1	C
Northbound Left/Through/Right	26.0	C	26.1	C
Southbound Approach	26.1	C	27.6	C
Southbound Left/Through	26.1	C	27.8	C
Southbound Right	26.0	C	27.3	C
<b>2025 Background</b>	<b>11.7</b>	<b>B</b>	<b>14.5</b>	<b>B</b>
Eastbound Approach	9.9	A	11.2	B
Eastbound Left	8.8	A	9.2	A
Eastbound Through/Right	10.0	A	11.5	B
Westbound Approach	11.4	B	12.9	B
Westbound Left	8.9	A	9.6	A
Westbound Through/Right	11.5	B	13.0	B
Northbound Approach	26.0	C	26.1	C
Northbound Left/Through/Right	26.0	C	26.0	C
Southbound Approach	26.1	C	27.6	C
Southbound Left/Through	26.1	C	27.8	C
Southbound Right	26.0	C	27.3	C

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2025 Background Plus Project</b>	<b>11.9</b>	<b>B</b>	<b>14.6</b>	<b>B</b>
Eastbound Approach	9.9	A	11.2	B
Eastbound Left	8.8	A	9.2	A
Eastbound Through/Right	10.0	A	11.5	B
Westbound Approach	11.5	B	13.0	B
Westbound Left	8.9	A	9.6	A
Westbound Through/Right	11.5	B	13.1	B
Northbound Approach	26.0	C	26.1	C
Northbound Left/Through/Right	26.0	C	26.1	C
Southbound Approach	26.1	C	27.7	C
Southbound Left/Through	26.2	C	27.9	C
Southbound Right	26.0	C	27.3	C
<b>2027 Background</b>	<b>11.8</b>	<b>B</b>	<b>14.6</b>	<b>B</b>
Eastbound Approach	10.0	A	11.3	B
Eastbound Left	8.8	A	9.2	A
Eastbound Through/Right	10.1	B	11.6	B
Westbound Approach	11.5	B	13.0	B
Westbound Left	8.9	A	9.7	A
Westbound Through/Right	11.6	B	13.2	B
Northbound Approach	26.0	C	26.1	C
Northbound Left/Through/Right	26.0	C	26.1	C
Southbound Approach	26.1	C	27.6	C
Southbound Left/Through	26.1	C	27.8	C
Southbound Right	26.0	C	27.3	C
<b>2027 Background Plus Project</b>	<b>12.1</b>	<b>B</b>	<b>14.7</b>	<b>B</b>
Eastbound Approach	10.0	A	11.3	B
Eastbound Left	8.9	A	9.3	A
Eastbound Through/Right	10.1	B	11.6	B
Westbound Approach	11.6	B	13.2	B
Westbound Left	8.9	A	9.7	A
Westbound Through/Right	11.7	B	13.3	B
Northbound Approach	26.0	C	26.1	C
Northbound Left/Through/Right	26.0	C	26.1	C
Southbound Approach	26.3	C	27.7	C
Southbound Left/Through	26.3	C	28.0	C
Southbound Right	26.0	C	27.3	C

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2040 Background</b>	<b>12.2</b>	<b>B</b>	<b>15.1</b>	<b>B</b>
Eastbound Approach	10.4	B	12.4	B
Eastbound Left	9.1	A	9.7	A
Eastbound Through/Right	10.5	B	12.7	B
Westbound Approach	12.3	B	14.2	B
Westbound Left	9.0	A	10.0	A
Westbound Through/Right	12.3	B	14.3	B
Northbound Approach	26.0	C	26.1	C
Northbound Left/Through/Right	26.0	C	26.1	C
Southbound Approach	26.1	C	27.6	C
Southbound Left/Through	26.1	C	27.8	C
Southbound Right	26.0	C	27.3	C
<b>2040 Background Plus Project</b>	<b>12.5</b>	<b>B</b>	<b>15.3</b>	<b>B</b>
Eastbound Approach	10.4	B	12.4	B
Eastbound Left	9.1	A	9.7	A
Eastbound Through/Right	10.5	B	12.7	B
Westbound Approach	12.4	B	14.3	B
Westbound Left	9.0	A	10.0	A
Westbound Through/Right	12.5	B	14.5	B
Northbound Approach	26.0	C	26.1	C
Northbound Left/Through/Right	26.0	C	26.1	C
Southbound Approach	26.3	C	27.7	C
Southbound Left/Through	26.3	C	28.0	C
Southbound Right	26.0	C	27.3	C

### South Mall Access and Mall Ring Road (#10)

The intersection of Mall Ring Road and the South Mall access (#10) operates with stop control on the northbound approach. As such, all movements currently operate with acceptably with LOS B or better during both peak hours. With existing lane configurations, the movements at the intersection continue to operate acceptably with LOS B or better with or without the addition of project traffic during the afternoon peak hour throughout 2040. Therefore, no modifications are anticipated to be required at this intersection. **Table 12** provides the results of the level of service at this intersection.

**Table 12 – South Mall Access and Mall Ring Road (#10) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>2023 Existing (TWSC)</b>				
Northbound Left	8.9	A	10.5	B
Northbound Right	8.5	A	8.9	A
Westbound Left	7.3	A	7.6	A
<b>2025 Background</b>				
Northbound Left	8.9	A	10.5	B
Northbound Right	8.5	A	8.9	A
Westbound Left	7.3	A	7.6	A
<b>2025 Background Plus Project</b>				
Northbound Left	9.0	A	10.6	B
Northbound Right	8.5	A	8.9	A
Westbound Left	7.3	A	7.6	A
<b>2027 Background</b>				
Northbound Left	8.9	A	10.5	B
Northbound Right	8.5	A	8.9	A
Westbound Left	7.3	A	7.6	A
<b>2027 Background Plus Project</b>				
Northbound Left	9.1	A	10.7	B
Northbound Right	8.5	A	9.0	A
Westbound Left	7.3	A	7.6	A
<b>2040 Background</b>				
Northbound Left	8.9	A	10.5	B
Northbound Right	8.5	A	8.9	A
Westbound Left	7.3	A	7.6	A
<b>2040 Background Plus Project</b>				
Northbound Left	9.1	A	10.7	B
Northbound Right	8.5	A	9.0	A
Westbound Left	7.3	A	7.6	A

TWSC = Two-Way Stop Control



### Centrepont Drive and Sable Boulevard (#11)

The intersection of Centrepont Drive and Sable Boulevard (#11) is signalized with protected/permitted left turn phasing on all four approaches. The intersection currently operates acceptably with LOS C during both peak hours. The intersection is expected to continue to operate with LOS C during the afternoon peak hour with or without the addition of project traffic. Therefore, no modifications are anticipated to be required at this intersection. Note that the delay at the intersection improves over the existing and horizon years due the high volumes along Sable Boulevard. **Table 13** provides the results of the level of service at this intersection.

**Table 13 – Centrepont Drive and Sable Boulevard (#11) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2023 Existing</b>	<b>20.8</b>	<b>C</b>	<b>21.7</b>	<b>C</b>
Eastbound Approach	65.7	E	62.0	E
Eastbound Left	61.6	E	57.3	E
Eastbound Through/Right	66.5	E	65.0	E
Westbound Approach	56.2	E	46.1	D
Westbound Left	58.1	E	49.5	D
Westbound Through/Right	56.2	E	44.1	D
Northbound Approach	24.1	C	24.8	C
Northbound Left	23.0	C	23.9	C
Northbound Through	24.6	C	25.1	C
Northbound Right	13.8	B	13.2	B
Southbound Approach	0.6	A	1.1	A
Southbound Left	3.9	A	8.7	A
Southbound Through/Right	0.2	A	0.7	A
<b>2025 Background</b>	<b>20.8</b>	<b>C</b>	<b>21.5</b>	<b>C</b>
Eastbound Approach	65.7	E	62.0	E
Eastbound Left	61.6	E	57.3	E
Eastbound Through/Right	66.5	E	65.0	E
Westbound Approach	56.2	E	46.2	D
Westbound Left	58.0	E	49.6	D
Westbound Through/Right	56.2	E	44.1	D
Northbound Approach	24.2	C	25.0	C
Northbound Left	23.0	C	23.9	C
Northbound Through	24.8	C	25.3	C
Northbound Right	13.7	B	13.2	B
Southbound Approach	0.7	A	1.1	A
Southbound Left	4.1	A	8.9	A
Southbound Through/Right	0.2	A	0.7	A

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2025 Background Plus Project</b>	<b>22.1</b>	<b>C</b>	<b>21.8</b>	<b>C</b>
Eastbound Approach	67.7	E	61.6	E
Eastbound Left	62.9	E	57.2	E
Eastbound Through/Right	70.5	E	64.4	E
Westbound Approach	55.9	E	45.5	D
Westbound Left	58.0	E	49.0	D
Westbound Through/Right	55.9	E	43.4	D
Northbound Approach	24.2	C	25.0	C
Northbound Left	23.1	C	24.1	C
Northbound Through	24.8	C	25.3	C
Northbound Right	13.7	B	13.2	B
Southbound Approach	0.7	A	1.2	A
Southbound Left	4.1	A	9.3	A
Southbound Through/Right	0.2	A	0.7	A
<b>2027 Background</b>	<b>20.8</b>	<b>C</b>	<b>21.4</b>	<b>C</b>
Eastbound Approach	65.6	E	62.0	E
Eastbound Left	61.6	E	57.3	E
Eastbound Through/Right	66.5	E	65.0	E
Westbound Approach	56.2	E	46.2	D
Westbound Left	58.0	E	49.6	D
Westbound Through/Right	56.3	E	44.1	D
Northbound Approach	24.4	C	25.2	C
Northbound Left	23.0	C	23.9	C
Northbound Through	24.9	C	25.5	C
Northbound Right	13.7	B	13.2	B
Southbound Approach	0.7	A	1.1	A
Southbound Left	4.2	A	9.1	A
Southbound Through/Right	0.2	A	0.7	A
<b>2027 Background Plus Project</b>	<b>22.8</b>	<b>C</b>	<b>21.9</b>	<b>C</b>
Eastbound Approach	66.8	E	61.3	E
Eastbound Left	63.4	E	57.4	E
Eastbound Through/Right	69.5	E	64.0	E
Westbound Approach	54.6	D	44.9	D
Westbound Left	56.8	E	48.5	D
Westbound Through/Right	54.5	D	43.0	D
Northbound Approach	24.4	C	25.2	C
Northbound Left	23.2	C	24.3	C
Northbound Through	24.9	C	25.5	C
Northbound Right	13.7	B	13.2	B
Southbound Approach	0.7	A	1.3	A
Southbound Left	4.7	A	9.8	A
Southbound Through/Right	0.2	A	0.8	A

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
<b>2040 Background</b>	<b>21.2</b>	<b>C</b>	<b>20.6</b>	<b>C</b>
Eastbound Approach	65.5	E	62.0	E
Eastbound Left	61.6	E	57.4	E
Eastbound Through/Right	66.3	E	65.0	E
Westbound Approach	56.9	E	45.8	D
Westbound Left	58.1	E	49.3	D
Westbound Through/Right	57.2	E	43.3	D
Northbound Approach	25.5	C	26.5	C
Northbound Left	23.0	C	24.0	C
Northbound Through	26.2	C	27.1	C
Northbound Right	13.6	B	12.8	B
Southbound Approach	0.9	A	1.5	A
Southbound Left	5.2	A	11.5	B
Southbound Through/Right	0.2	A	1.0	A
<b>2040 Background Plus Project</b>	<b>22.7</b>	<b>C</b>	<b>21.1</b>	<b>C</b>
Eastbound Approach	66.5	E	61.3	E
Eastbound Left	63.4	E	57.5	E
Eastbound Through/Right	69.1	E	64.0	E
Westbound Approach	55.0	D	44.6	D
Westbound Left	56.9	E	48.2	D
Westbound Through/Right	55.2	E	42.2	D
Northbound Approach	25.4	C	26.5	C
Northbound Left	23.2	C	24.4	C
Northbound Through	26.2	C	27.1	C
Northbound Right	13.6	B	12.8	B
Southbound Approach	0.9	A	1.5	A
Southbound Left	5.8	A	12.3	B
Southbound Through/Right	0.3	A	1.0	A

### Centrepoint Drive and Mall Ring Road (#12)

The intersection of Centrepoint Drive and Mall Ring Road (#12) intersection currently operates with all-way stop control. All movements currently operate with acceptably with LOS A during both peak hours. With existing lane configurations, the movements at the intersection continue to operate acceptably with LOS B or better with or without the addition of project traffic during both peak hours throughout 2040. No modifications are anticipated to be required at this intersection.

**Table 14** provides the results of the level of service at this intersection.

**Table 14 – Centrepoint Drive and Mall Ring Road (#12) LOS Results**

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>2023 Existing (AWSC)</b>				
Westbound Approach	7.4	A	9.6	A
Northbound Approach	7.4	A	9.7	A
Southbound Approach	7.9	A	9.3	A
<b>Overall</b>	<b>7.6</b>	<b>A</b>	<b>9.6</b>	<b>A</b>
<b>2025 Background</b>				
Eastbound Approach	7.4	A	9.6	A
Northbound Approach	7.4	A	9.7	A
Southbound Approach	7.9	A	9.3	A
<b>Overall</b>	<b>7.6</b>	<b>A</b>	<b>9.6</b>	<b>A</b>
<b>2025 Background Plus Project</b>				
Eastbound Approach	7.5	A	9.6	A
Northbound Approach	7.6	A	9.9	A
Southbound Approach	8.2	A	9.6	A
<b>Overall</b>	<b>7.8</b>	<b>A</b>	<b>9.7</b>	<b>A</b>
<b>2027 Background</b>				
Eastbound Approach	7.4	A	9.6	A
Northbound Approach	7.4	A	9.7	A
Southbound Approach	7.9	A	9.3	A
<b>Overall</b>	<b>7.6</b>	<b>A</b>	<b>9.6</b>	<b>A</b>
<b>2027 Background Plus Project</b>				
Eastbound Approach	7.8	A	9.8	A
Northbound Approach	7.8	A	10.2	B
Southbound Approach	8.7	A	10.0	A
<b>Overall</b>	<b>8.2</b>	<b>A</b>	<b>10.0</b>	<b>A</b>
<b>2040 Background</b>				
Eastbound Approach	7.4	A	9.6	A
Northbound Approach	7.4	A	9.7	A
Southbound Approach	7.9	A	9.3	A
<b>Overall</b>	<b>7.6</b>	<b>A</b>	<b>9.6</b>	<b>A</b>
<b>2040 Background Plus Project</b>				
Eastbound Approach	7.8	A	9.8	A
Northbound Approach	7.8	A	10.2	B
Southbound Approach	8.7	A	10.0	A
<b>Overall</b>	<b>8.2</b>	<b>A</b>	<b>10.0</b>	<b>A</b>

AWSC = All Way Stop Control

### 5.3 Turn Bay Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95<sup>th</sup> percentile queue lengths. Results are shown in the following **Table 15** with calculations provided within the level of service operational sheets of **Appendix E** for unsignalized intersections and **Appendix F** for signalized intersections.




**Table 15 – Turn Lane Queuing Analysis Results**

Intersection Turn Lane	Existing Turn Lane Length (feet)	2025 Total Queue Length (feet)	2025 Rec Turn Lane Length (feet)	2027 Total Queue Length (feet)	2027 Rec Turn Lane Length (feet)	2040 Total Queue Length (feet)	2040 Rec Turn Lane Length (feet)	Turn Lane Req.
<b>Alameda Ave &amp; Abilene St (#1)</b>								
Eastbound Left	75' DL	<b>111' DL</b>	75' DL	<b>113' DL</b>	75' DL	<b>140' DL</b>	75' DL	Constraint
Eastbound Right	C	133'	C	153'	C	223'	C	NA
Westbound Left	300' DL	61' DL	300' DL	61' DL	300' DL	65' DL	300' DL	NA
Northbound Left	325'/C DL	288' DL	325'/C DL	303' DL	325'/C DL	260' TL	325'/C <b>TL</b>	NA
Northbound Right	350'	61'	350'	68'	350'	95'	350'	NA
Southbound Left	175'	<b>253'</b>	175'	<b>262'</b>	175'	167'	175'	Constraint
Southbound Right	175'	<b>327'</b>	175'	<b>354'</b>	175'	<b>508'</b>	175'	Constraint
<b>Alameda Ave &amp; Crystal St (#2)</b>								
Eastbound Left	175' DL	29' DL	175' DL	33' DL	175' DL	17' DL	175' DL	NA
Eastbound Right	C	46'	C	60'	C	37'	C	NA
Westbound Left	175'	102'	175'	114'	175'	114'	175'	Constraint
Northbound Left	150'	136'	150'	143'	150'	143'	150'	Constraint
Northbound Through/Right	150'	<b>154'</b>	150'	<b>162'</b>	150'	<b>162'</b>	150'	Constraint
Southbound Left	75'/C DL	40' DL	75'/C DL	40' DL	75'/C DL	40'	75'/C DL	NA
<b>Alameda Ave &amp; Crystal St (#2) (Alternative Analysis)</b>		Not Analyzed						
Eastbound Left	175' DL			34'	175' DL	25'	175' DL	NA
Eastbound Right	C			53'	C	39'	C	NA
Westbound Left	175'			118'	175'	115'	175'	NA
Northbound Left	150'			105'	150' <b>DL</b>	105'	150' <b>DL</b>	NA
Northbound Through/Right	150'			152'	150'	150'	150'	NA
Southbound Left	75'			79'	75'	82'	75'	NA
Southbound Right	C			25'	C	25'	C	NA
<b>Alameda Ave &amp; Sable Blvd (#3)</b>								
Eastbound Left	250'	249'	250'	251'	250'	<b>306'</b>	250'	Constraint
Eastbound Right	175'	56'	175'	61'	175'	66'	175'	NA
Westbound Left	175' DL	41' DL	175' DL	46' DL	175' DL	46' DL	175' DL	NA
Westbound Right	100'	78'	100'	85'	100'	<b>119'</b>	100'	Constraint
Northbound Left	275'/350' DL	91' DL	275'/350' DL	95' DL	275'/350' DL	102' DL	275'/350' DL	NA
Northbound Right	275'	25'	275'	25'	275'	25'	275'	NA
Southbound Left	150' DL	138' DL	150' DL	143' DL	150' DL	<b>213' DL</b>	150' DL	Constraint
Southbound Right	150'	52'	150'	53'	150'	118'	150'	NA

Intersection Turn Lane	Existing Turn Lane Length (feet)	2025 Total Queue Length (feet)	2025 Rec Turn Lane Length (feet)	2027 Total Queue Length (feet)	2027 Rec Turn Lane Length (feet)	2040 Total Queue Length (feet)	2040 Rec Turn Lane Length (feet)	Turn Lane Req.
<b>Crystal St &amp; Mall Ring Rd (#4)</b>								
Southbound Left	150'	50'	150'	50'	150'	50'	150'	NA
Southbound Right	150'	50'	150'	50'	150'	50'	150'	NA
<b>NW Mall Access &amp; Abilene St (#5)</b>								
Westbound Left	75'	77'	75'	79'	75'	79'	75'	Constraint
Westbound Right	75'	82'	75'	83'	75'	83'	75'	Constraint
Southbound Left	125'	77'	125'	88'	125'	104'	125'	NA
<b>NW Mall Access &amp; Abilene St (#5) (90 Sec Cycle Length)</b>								
Westbound Left	75'	53'	75'	54'	75'	54'	75'	NA
Westbound Right	75'	63'	75'	65'	75'	65'	75'	NA
Southbound Left	125'	55'	125'	61'	125'	61'	125'	NA
<b>NW Mall Access &amp; Ring Rd (#6)</b>								
Eastbound Left	75'	25'	75'	25'	75'	25'	75'	NA
Eastbound Right	75'	25'	75'	25'	75'	25'	75'	NA
Northbound Left	TWLTL	50'	TWLTL	75'	TWLTL	75'	TWLTL	NA
<b>Abilene St &amp; SW Mall Access (#7)</b>								
Westbound Left	225'	25'	225'	25'	225'	25'	225'	NA
Westbound Right	225'	25'	225'	25'	225'	25'	225'	NA
Southbound Left	450'	25'	450'	25'	450'	25'	450'	NA
<b>SW Mall Access &amp; Ring Rd (#8)</b>								
Northbound Left	TWLTL	25'	TWLTL	25'	TWLTL	25'	TWLTL	NA
Eastbound Left	225'	25'	225'	25'	225'	25'	225'	NA
Eastbound Right	225'	25'	225'	25'	225'	25'	225'	NA
<b>Exposition Ave &amp; S Mall Access (#9)</b>								
Eastbound Left	100'	25'	100'	25'	100'	25'	100'	NA
Westbound Left	100'	25'	100'	25'	100'	25'	100'	NA
Southbound Right	C	25'	C	25'	C	25'	C	NA
<b>South Mall Access &amp; Ring Road (#10)</b>								
Northbound Left	175'	25'	175'	25'	175'	25'	175'	NA
Northbound Right	175'	25'	175'	25'	175'	25'	175'	NA
Westbound Left	TWLTL	25'	TWLTL	25'	TWLTL	25'	TWLTL	NA

Intersection Turn Lane	Existing Turn Lane Length (feet)	2025 Total Queue Length (feet)	2025 Rec Turn Lane Length (feet)	2027 Total Queue Length (feet)	2027 Rec Turn Lane Length (feet)	2040 Total Queue Length (feet)	2040 Rec Turn Lane Length (feet)	Turn Lane Req.
<b>Centrepont Dr &amp; Sable Blvd (#11)</b>								
Eastbound Left	250'	150'	250'	160'	250'	160'	250'	NA
Eastbound Through/Right	250'	151'	250'	154'	250'	154'	250'	NA
Westbound Left	100'	60'	100'	59'	100'	72'	100'	NA
Northbound Left	125'	72'	125'	82'	125'	82'	125'	NA
Northbound Right	150'	25'	150'	25'	150'	25'	150'	NA
Southbound Left	250'	25'	250'	25'	250'	25'	250'	NA
<b>Centrepont Dr &amp; Ring Rd (#12)</b>								
Westbound left	250'	25'	250'	25'	250'	25'	250'	NA
Westbound Right	250'	25'	250'	25'	250'	25'	250'	NA
Southbound Left	TWLTL	25'	TWLTL	25'	TWLTL	25'	TWLTL	NA

DNE = Does Not Exist; T = Taper; C = Continuous Lane; DL = Dual Left Turn Lanes; TWLTL = Two Way Left Turn Lane; **Red Text** = Reported Queue Exceeds Turn Bay and Turn Lane Cannot Feasibly Be Extended; NA = Not Applicable; Min. = Minimum; **Blue Text** = Improvement Alternative



As shown in the table representing the queuing results, most vehicle queues are accommodated or managed within existing or proposed turn lanes at the study area intersections. The recommended turn lane lengths are based on the CDOT turn lane length requirement (CDOT), the City of Aurora Minimum turn lane length standards (City), the 95<sup>th</sup> percentile queue (95<sup>th</sup>), or a turn lane constraint (Constraint).

Currently, the 75-foot eastbound dual left turn lanes at the Alameda Avenue and Abilene Street (#1) intersection may not provide sufficient storage to accommodate the anticipate queue. These left turn lanes cannot be extended due to back-to back left turns for the Interstate 225 ramp to the west. Likewise, the southbound left and southbound right turn lanes cannot be extended due to the driveway accesses to the north in the long-term horizon. If 2040 volumes are realized, triple northbound left turn lanes may be needed.


Northbound dual left turn lanes could be explored at the Alameda Avenue and Crystal Street (#2) intersection to accommodate the reported queue lengths. However, since the intersection to the south operates with stop control on all three legs, vehicles can queue prior the Mall Ring Road and Crystal Street intersection. Of note, if the roundabout is provided to the south, the dual northbound left turn queues can be accommodated within the 100 feet of storage and the shared through/right turn lane queue can be accommodated within the 100-feet of storage and the additional 50-feet of through storage.

If 2040 volumes are realized, the eastbound left and southbound left turn lanes at Alameda Avenue and Sable Boulevard (#3) may extend past the provided turn lane length. However, both these turn lanes cannot be extended due to back-to-back left turns at the adjacent intersections.

The westbound reported queue lengths are anticipated to extend past the provided storage length at the NW Mall Access along Abilene Street. With a 100 second cycle length at the intersection, the queue lengths are expected to remain within the provided storage.

#### **5.4 Sable Boulevard Turn Lane Warrant Evaluation**

The City of Aurora defaults to the Colorado Department of Transportation (CDOT) State Highway Access Code guidelines to determine if turn lanes are warranted for intersections within the



project limits. CDOT classifies their state highways based on roadway types; however, CDOT does not provide guidelines for roadways categorized lower than arterials. CDOT categorizes their roadways as R-A: Regional Highway, R-B: Rural Highway, NR-A: Non-Rural Principal Highway, NR-B: Non-Rural Arterial, and NR-C: Non-rural Arterial and none of these roadways align with the characteristics of collector roadways. Based on additional coordination with the City of Aurora, the turn lane warrant evaluation has been waived for all the accesses along internal Mall Ring Road, Abilene Street, and Expedition Avenue intersections due to these being collector roadways and already having established accesses and fully constructed cross sections. Further, these intersections are expected to continue to operate acceptably with the existing lane configurations. Similarly, a turn lane warrant evaluation has been waived for the intersections along Alameda Avenue as Alameda Avenue currently has left turn and right turn lanes for project related movements at each of studied intersections and have been constructed to maximum possible lengths and cross sections. However, a turn lane evaluation has been completed along Sable Boulevard at the intersection with Centrepont Drive.

A southbound right turn deceleration lane does not exist and **is** warranted at the Centrepont Drive and Sable Boulevard intersection based on the existing traffic volumes being 122 southbound rights during the peak hour and threshold being 50 vehicles per hour. The right turn deceleration length per CDOT standard requirements is 150 feet plus 120-foot taper. Of note, the Centrepont Drive and Sable Boulevard intersection is expected to continue to operate acceptably without an exclusive southbound right turn lane. However, the existing vertical grades, signal equipment, and roadway design features create implementing this right turn lane problematic. Therefore, a southbound right turn lane at this intersection is not recommended.

### **5.5 Pedestrian, Bicycle, and Transit Evaluation**

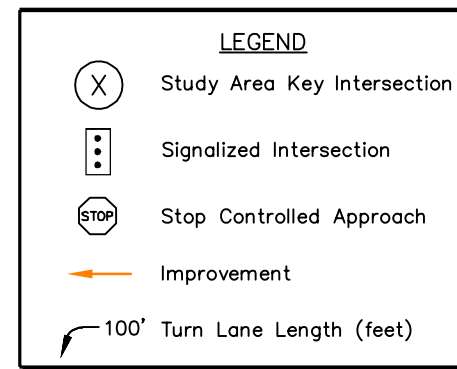
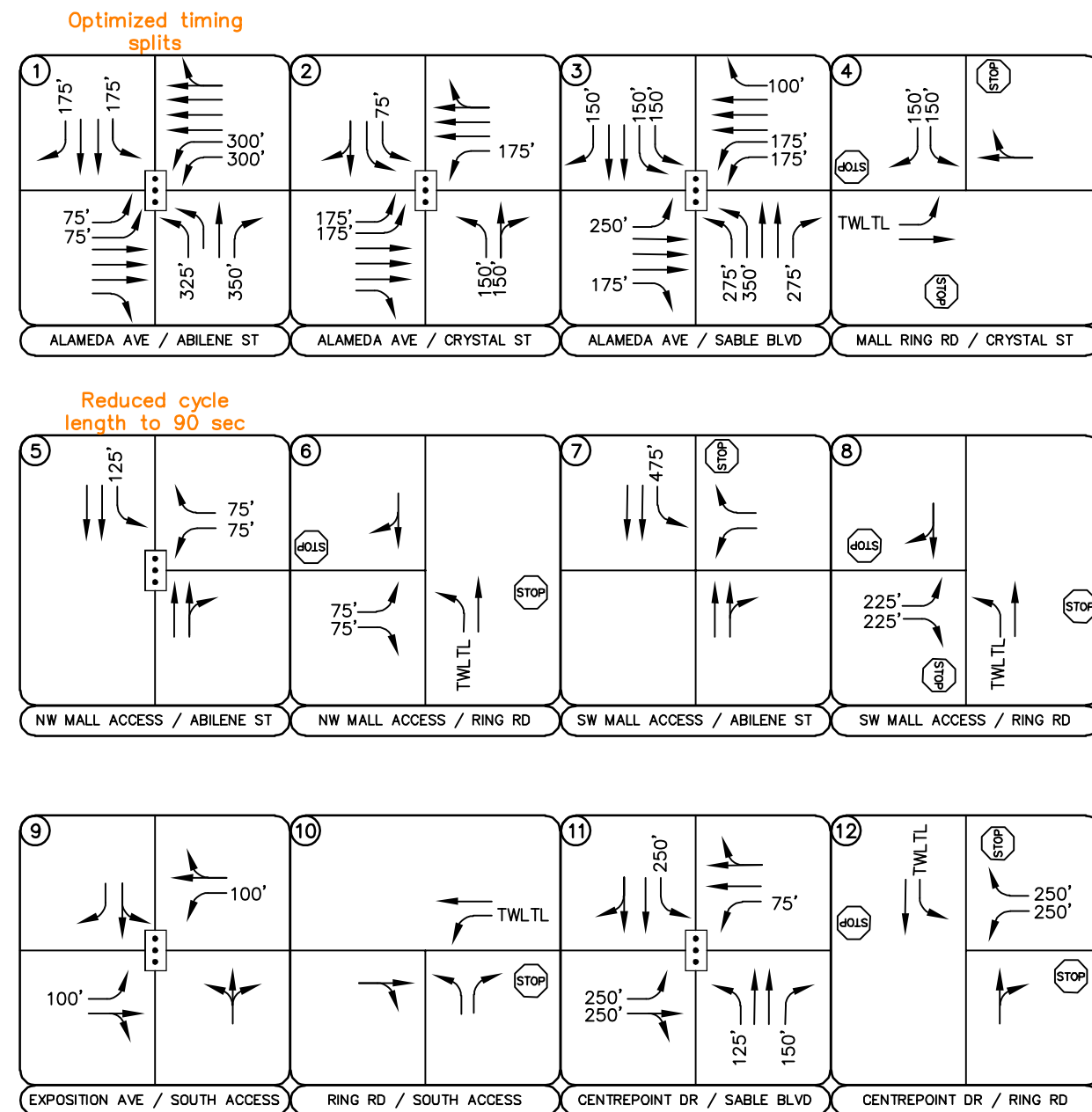
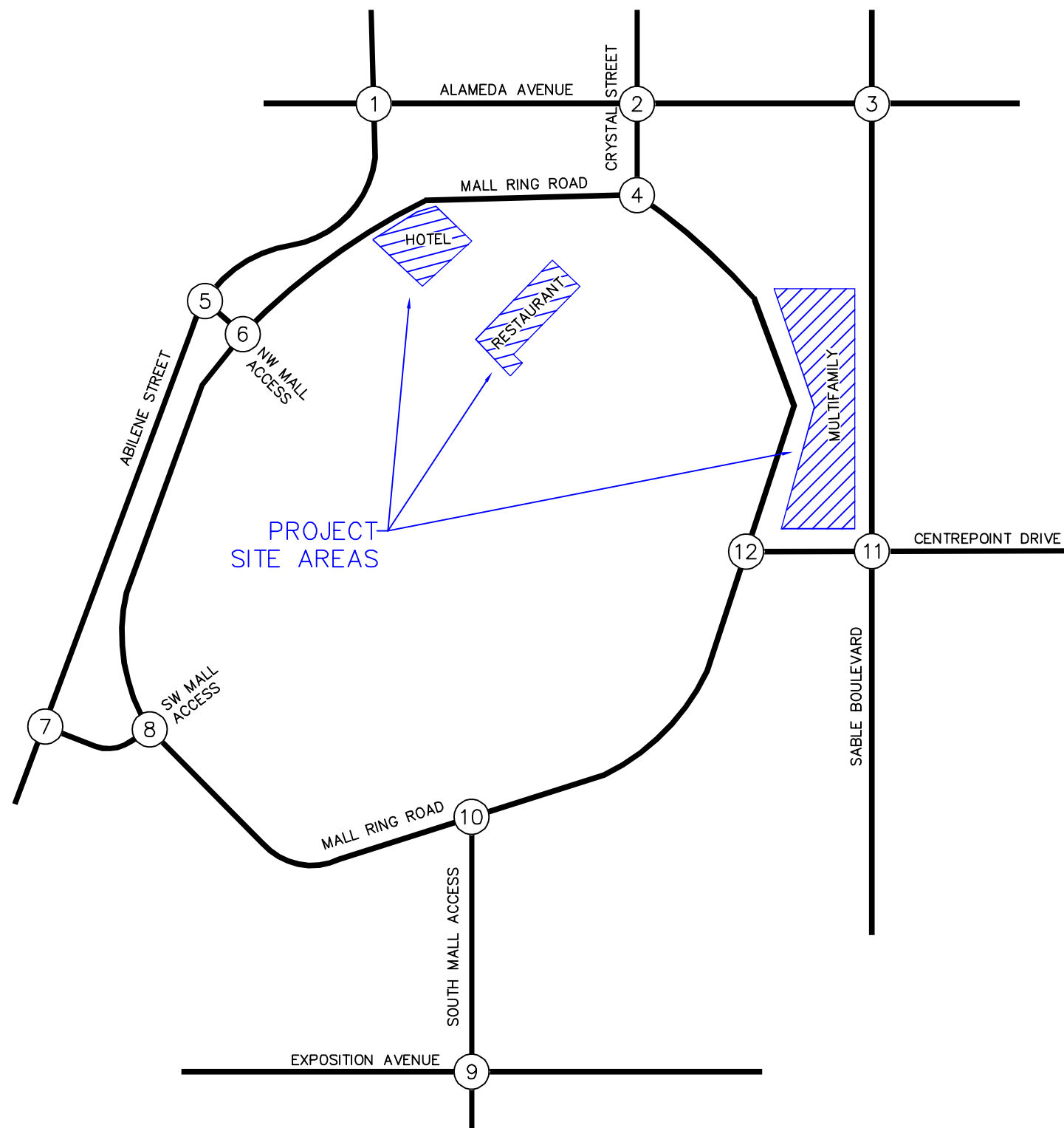
To address components of full transportation and mobility operations, pedestrian, bicycle, and transit evaluations were conducted. There are sidewalk facilities on both sides of the roadway along Exposition Avenue, Sable Boulevard, and Alameda Avenue. There are currently no designated bicycle lanes on these streets. There are a number of bus stops located along Alameda Avenue and Sable Boulevard. In addition, the RTD Lightrail Station at Aurora Metro Center is located on the northeast corner the Centrepont Drive and Sable Boulevard intersection which is approximately 1,000 feet east of the Town Center at Aurora. With the buildout of the



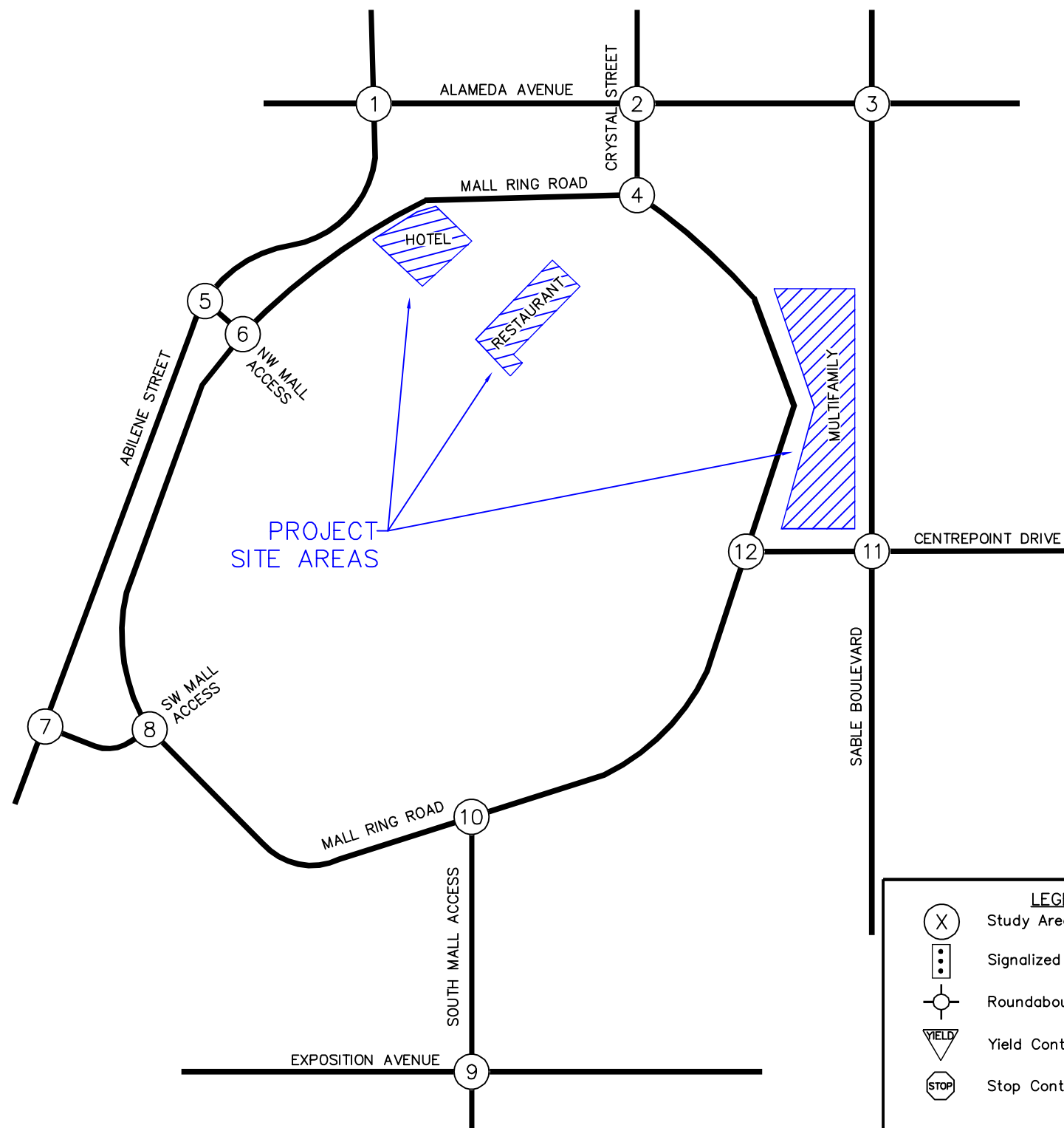
project, a proposed pedestrian bridge may connect the residential portion of the site to the Aurora Metro Center Station across Sable Boulevard.

### 5.6 Improvement Summary

Based on the results of the intersection operational and turn lane analysis, the recommended lane configurations and control of the study key intersections is shown in **Figure 15** for the Phase I & II 2025 horizon and the full buildout 2027 horizon, and **Figure 16** for the long-term 2040 horizon.



TOWN CENTER AT AURORA  
AURORA, COLORADO  
2025 AND 2027 RECOMMENDED LANE CONFIGURATIONS AND CONTROL



TOWN CENTER AT AURORA  
AURORA, COLORADO  
2040 RECOMMENDED LANE CONFIGURATIONS AND CONTROL

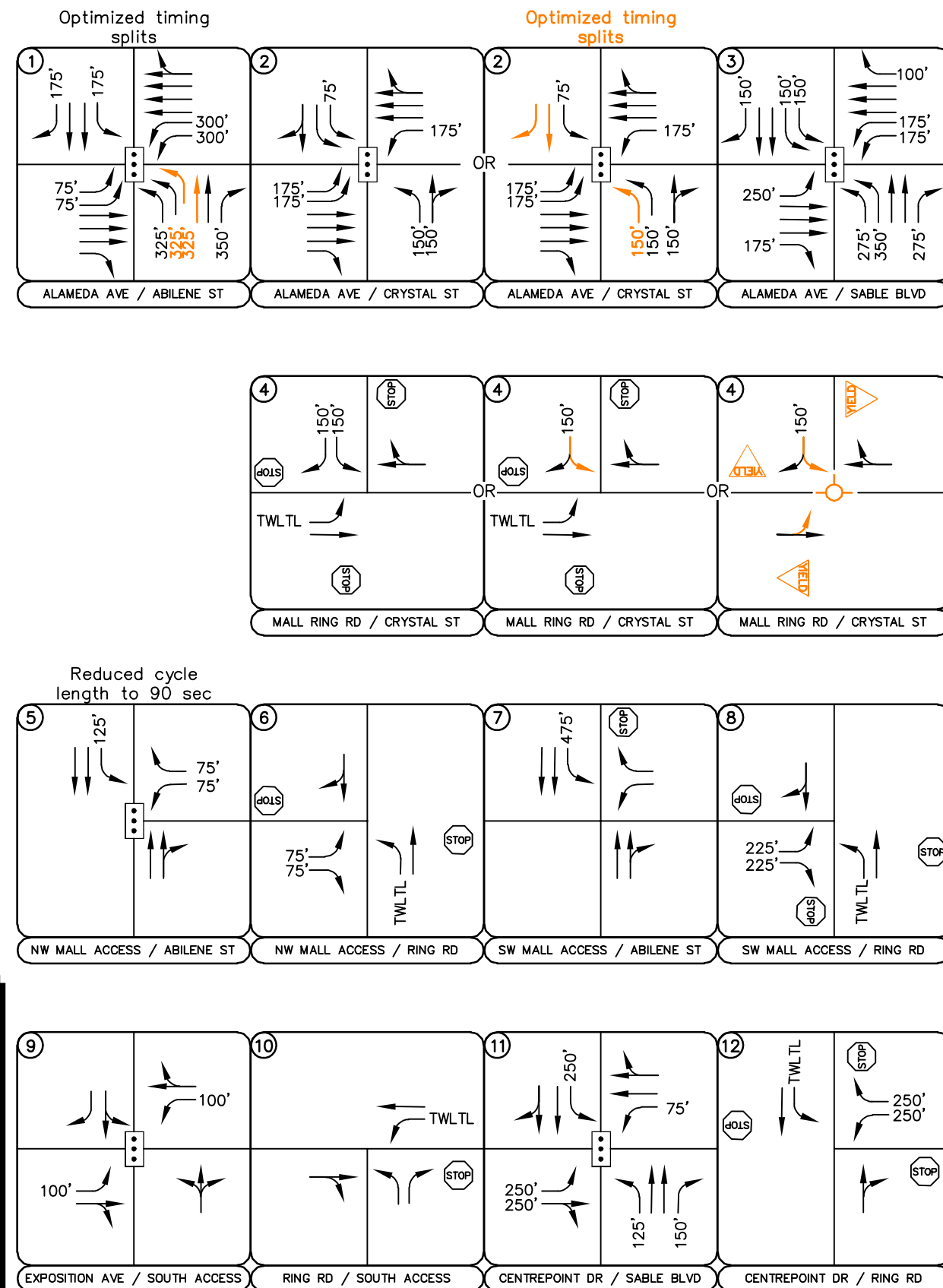


FIGURE 16

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

---

Based on the analysis presented in this report, Kimley-Horn believes the proposed Town Center at Aurora redevelopment will be successfully incorporated into the existing and future roadway network. The proposed project development and expected traffic volumes resulted in the following conclusions and recommendations:

### **2025 Recommendations**

- Optimized signal timing splits with existing cycle lengths will be needed at the Alameda Avenue and Abilene Street (#1) intersection in order to allow for acceptable operations. This includes providing additional green time along Alameda Avenue and for the northbound left turn phase. These optimized signal timing splits will need to be reviewed by the City to ensure the traffic signal progression along Alameda Avenue is acceptable. Of note, the intersection currently operates with unacceptable delays overall and by movement/approach.
- At the NW Mall Access and Abilene Street (#5) signalized intersection, reducing the existing cycle length from 140 seconds to 90 seconds should be considered to shorten vehicle queues and to ensure the queues are managed within the existing turn lane lengths during both peak hours.

### **2040 Recommendations**

- Triple northbound left turn lanes and two northbound through lanes need to be provided in order for the Alameda Avenue and Abilene Street (#1) intersection to operate acceptably. However, it should be noted that an annual traffic growth rate of two percent was applied along Abilene Street which should provide a conservative analysis as the surrounding area is primarily built out. It is believed that traffic growth will likely still occur along Abilene Street as it provides north-south through connectivity; however, a rate of two percent per year is likely higher than what will actually occur along this corridor. It is recommended that the City of Aurora monitor this intersection in the future to determine if it is operating at City standards with the existing lane configurations.
- Optimized signal timing splits with existing cycle lengths are needed at Crystal Street (#2) and Sable Boulevard (#3) along Alameda Avenue in order to allow for acceptable operations. This

includes providing additional green time along Alameda Avenue and for the northbound left turn phase. These optimized signal timing splits may need to be reviewed by the City to ensure the traffic signal progression along Alameda Avenue is acceptable.

- Based on long-term planning level vehicle queues, the City of Aurora could consider implementing northbound dual left turn lanes at the Alameda Avenue and Crystal Street intersection (#2). If northbound dual left turn lanes are ever implemented, the two inbound receiving lanes on the south leg of the Alameda Avenue and Crystal Street intersection should convert to one inbound receiving lane to allow space for the additional left turn lane and to still include a center median along Crystal Street. However, the existing center median along Crystal Street will need to be relocated to the west. To prevent northbound and southbound left turning paths from crossing, the middle lane on the southbound approach of this intersection would need to be converted from a second left turn lane to a through lane while the existing outside shared through/right turn lane would need to be converted to a designated right turn lane. If the intersection improvements are constructed on the northbound approach of Crystal Street at Alameda Avenue, then the two southbound approach lanes at Mall Ring Road/Crystal Street (#4) will need to consolidate to a single lane approach. It is anticipated that the intersection of Mall Ring Road/Crystal Street (#4) will continue to operate acceptably in the long-term horizon with a single southbound lane approach and all-way stop control while also containing southbound vehicle queues prior to Alameda Avenue. Lastly, the City of Aurora could consider roundabout control in the future at the intersection of Mall Ring Road/Crystal Street (#4); therefore, an alternative analysis has been provided with this intersection being evaluated as a single lane roundabout. However, through coordination with the City of Aurora, additional analysis will need to be conducted in the future to determine if roundabout control is feasible and suitable for the intersection of Mall Ring Road/Crystal Street (#4).

### **General Recommendations**

- Any on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to City of Aurora Standards as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).



# APPENDICES

# APPENDIX A

## Intersection Count Sheets

# S ABILENE ST E ALAMEDA AVE

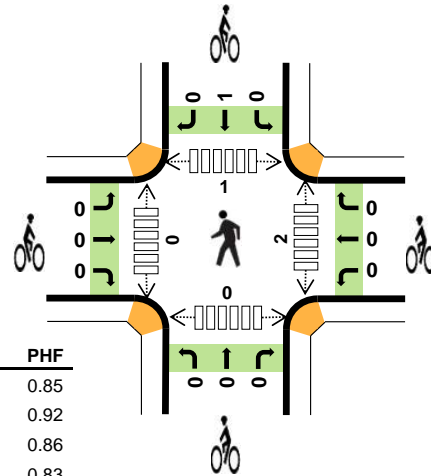
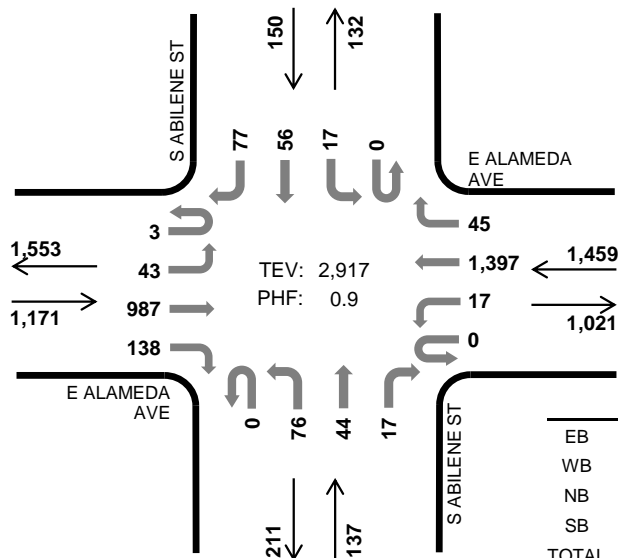


Peak Hour

Date: 05-04-2021

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:15 AM to 8:15 AM



## Two-Hour Count Summaries

Interval Start		E ALAMEDA AVE				E ALAMEDA AVE				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	176	30	0	1	299	6	0	24	8	0	0	3	8	12	569	0
7:15 AM		2	6	240	25	0	3	378	7	0	17	8	3	0	5	8	13	715	0
7:30 AM		0	5	243	33	0	4	378	13	0	25	9	2	0	4	17	24	757	0
7:45 AM		1	11	286	46	0	4	373	15	0	18	17	5	0	4	11	21	812	2,853
8:00 AM		0	21	218	34	0	6	268	10	0	16	10	7	0	4	20	19	633	2,917
8:15 AM		2	11	207	49	0	3	262	15	0	39	19	5	0	10	13	12	647	2,849
8:30 AM		1	11	192	50	0	4	266	11	0	23	22	9	0	3	16	8	616	2,708
8:45 AM		1	23	196	38	0	9	227	6	0	26	23	5	0	7	27	14	602	2,498
Count Total		7	90	1,758	305	0	34	2,451	83	0	188	116	36	0	40	120	123	5,351	0
Peak Hour	All	3	43	987	138	0	17	1,397	45	0	76	44	17	0	17	56	77	2,917	0
	HV	0	0	8	3	0	0	15	2	0	1	0	0	0	2	1	1	33	0
	HV%	0%	0%	1%	2%	-	0%	1%	4%	-	1%	0%	0%	-	12%	2%	1%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0
7:15 AM	6	3	1	1	11	0	0	0	0	0	0	0	0	0	0
7:30 AM	3	8	0	0	11	0	0	0	1	1	2	0	0	0	2
7:45 AM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	4	0	2	6	0	0	0	0	0	0	0	1	0	1
8:15 AM	3	3	2	2	10	0	0	0	0	0	0	0	1	1	2
8:30 AM	3	4	2	0	9	0	0	0	0	0	0	0	0	3	3
8:45 AM	0	4	2	1	7	0	0	0	0	0	0	0	1	0	1
Count Total	19	31	8	7	65	0	0	0	1	1	2	0	3	4	9
Peak Hour	11	17	1	4	33	0	0	0	1	1	2	0	1	0	3

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E ALAMEDA AVE				E ALAMEDA AVE				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	2	1	0	0	1	0	0	0	0	0	6	0
7:15 AM	0	0	4	2	0	0	3	0	0	1	0	0	0	1	0	0	11	0
7:30 AM	0	0	2	1	0	0	7	1	0	0	0	0	0	0	0	0	11	0
7:45 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	5	33
8:00 AM	0	0	0	0	0	0	3	1	0	0	0	0	0	1	1	0	6	33
8:15 AM	0	0	3	0	0	0	3	0	0	2	0	0	0	2	0	0	10	32
8:30 AM	0	0	3	0	0	0	3	1	0	1	1	0	0	0	0	0	9	30
8:45 AM	0	0	0	0	0	0	4	0	0	2	0	0	0	1	0	0	7	32
Count Total	0	0	16	3	0	0	27	4	0	6	2	0	0	5	1	1	65	0
Peak Hour	0	0	8	3	0	0	15	2	0	1	0	0	0	2	1	1	33	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E ALAMEDA AVE			E ALAMEDA AVE			S ABILENE ST			S ABILENE ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	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	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S ABILENE ST E ALAMEDA AVE

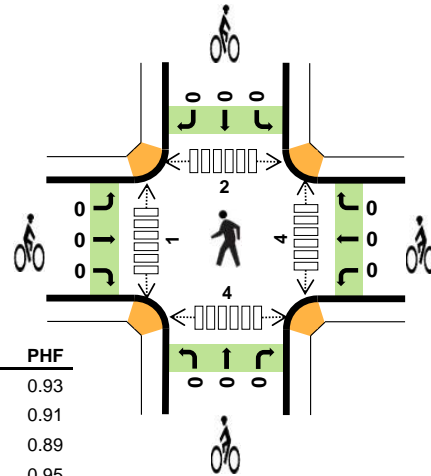
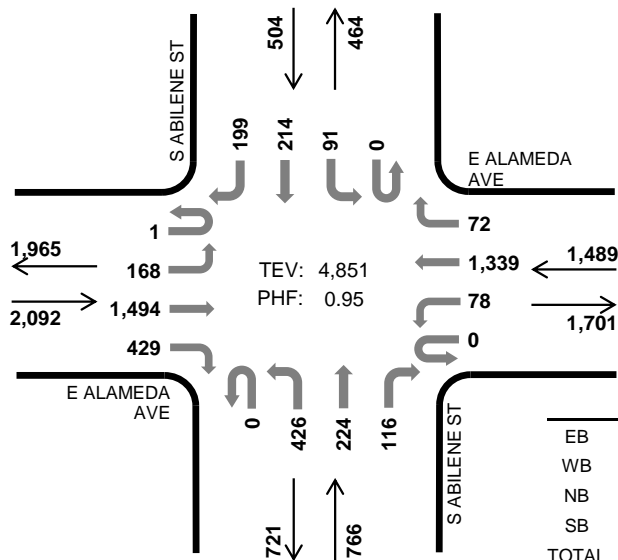


Peak Hour

Date: 05-04-2021

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.2%	0.93
WB	0.7%	0.91
NB	0.0%	0.89
SB	0.2%	0.95
TOTAL	0.4%	0.95

## Two-Hour Count Summaries

Interval Start		E ALAMEDA AVE				E ALAMEDA AVE				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:00 PM	3	50	377	137	0	13	392	15	0	105	41	23	0	21	39	32	1,248	0
	4:15 PM	1	44	300	118	0	17	310	17	0	111	70	34	0	24	53	44	1,143	0
	4:30 PM	1	49	395	115	0	14	375	22	0	102	53	19	0	22	56	55	1,278	0
	4:45 PM	0	47	357	116	0	24	325	15	0	110	36	25	0	24	63	39	1,181	4,850
	5:00 PM	0	43	367	107	0	19	318	16	0	106	60	40	0	28	44	57	1,205	4,807
	5:15 PM	0	29	375	91	0	21	321	19	0	108	75	32	0	17	51	48	1,187	4,851
	5:30 PM	0	55	354	111	0	33	280	20	0	80	52	18	0	24	45	37	1,109	4,682
	5:45 PM	3	50	320	103	0	17	271	16	0	69	52	20	0	20	40	37	1,018	4,519
Count Total		8	367	2,845	898	0	158	2,592	140	0	791	439	211	0	180	391	349	9,369	0
Peak Hour	All	1	168	1,494	429	0	78	1,339	72	0	426	224	116	0	91	214	199	4,851	0
	HV	0	0	3	2	0	0	10	1	0	0	0	0	0	1	0	0	17	0
	HV%	0%	0%	0%	0%	-	0%	1%	1%	-	0%	0%	0%	-	1%	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	1	1	6	0	0	0	0	0	0	0	1	0	1
4:15 PM	2	3	0	1	6	0	0	0	0	0	0	1	1	1	3
4:30 PM	3	0	0	0	3	0	0	0	0	0	1	0	1	2	4
4:45 PM	1	2	0	0	3	0	0	0	0	0	2	1	0	1	4
5:00 PM	0	6	0	1	7	0	0	0	0	0	0	0	1	1	2
5:15 PM	1	3	0	0	4	0	0	0	0	0	1	0	0	0	1
5:30 PM	3	2	0	1	6	0	0	0	0	0	0	0	0	3	3
5:45 PM	1	1	0	1	3	0	0	0	0	0	2	0	0	2	4
Count Total	12	20	1	5	38	0	0	0	0	0	6	2	4	10	22
Peak Hour	5	11	0	1	17	0	0	0	0	0	4	1	2	4	11



Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E ALAMEDA AVE				E ALAMEDA AVE				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	2	1	0	1	0	0	0	1	0	0	6	0
4:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	6	0
4:30 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	18
5:00 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	0	7	19
5:15 PM	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	4	17
5:30 PM	0	1	1	1	0	0	1	1	0	0	0	0	0	1	0	0	6	20
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3	20
Count Total	0	2	7	3	0	0	17	3	0	1	0	0	0	5	0	0	38	0
Peak Hour	0	0	3	2	0	0	10	1	0	0	0	0	0	1	0	0	17	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E ALAMEDA AVE				E ALAMEDA AVE				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	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		0	0
4:30 PM	0	0	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		0	0
5:00 PM	0	0	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		0	0
5:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S CRYSTAL ST E ALAMEDA AVE

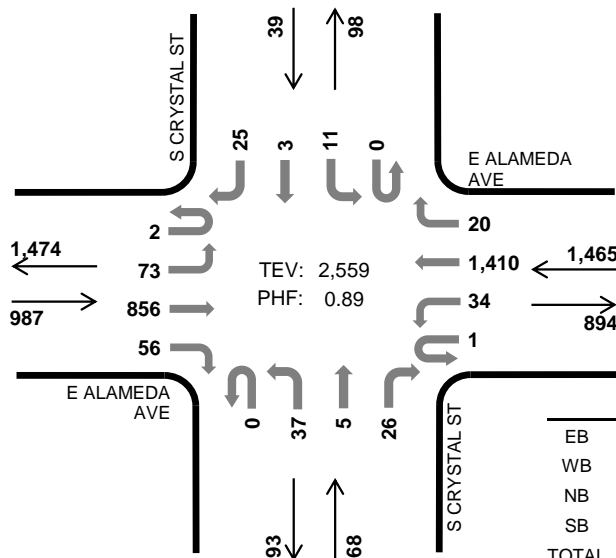


Peak Hour

Date: 05-04-2021

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	1.8%	0.91
WB	1.8%	0.85
NB	4.4%	0.77
SB	12.8%	0.89
TOTAL	2.0%	0.89

## Two-Hour Count Summaries

Interval Start		E ALAMEDA AVE				E ALAMEDA AVE				S CRYSTAL ST				S CRYSTAL ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	13	164	12	0	6	316	3	0	7	0	6	0	1	0	1	529	0
7:15 AM		1	12	194	10	0	11	369	3	0	12	2	4	0	2	0	8	628	0
7:30 AM		0	21	231	11	0	5	423	4	0	7	3	5	0	0	3	7	720	0
7:45 AM		1	19	234	18	0	11	353	5	0	4	0	9	0	6	0	5	665	2,542
8:00 AM		0	21	197	17	1	7	265	8	0	14	0	8	0	3	0	5	546	2,559
8:15 AM		0	14	169	17	2	6	263	7	0	8	0	12	0	3	1	4	506	2,437
8:30 AM		0	13	179	17	1	13	243	10	0	10	4	8	0	3	2	9	512	2,229
8:45 AM		0	20	168	19	0	14	240	14	0	9	1	15	0	5	2	4	511	2,075
Count Total		2	133	1,536	121	4	73	2,472	54	0	71	10	67	0	23	8	43	4,617	0
Peak Hour	All	2	73	856	56	1	34	1,410	20	0	37	5	26	0	11	3	25	2,559	0
	HV	0	4	14	0	0	1	23	2	0	0	1	2	0	1	0	4	52	0
	HV%	0%	5%	2%	0%	0%	3%	2%	10%	-	0%	20%	8%	-	9%	0%	16%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	4	0	0	9	0	0	0	0	0	0	0	0	0	0
7:15 AM	7	6	1	3	17	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	10	1	1	16	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	4	1	0	8	0	0	0	0	0	0	1	0	0	1
8:00 AM	4	6	0	1	11	0	0	0	0	0	0	0	1	0	1
8:15 AM	5	5	1	0	11	0	0	0	0	0	0	0	0	0	0
8:30 AM	4	8	1	1	14	0	0	0	0	0	0	1	0	1	2
8:45 AM	3	14	2	1	20	0	0	0	0	0	0	0	1	0	1
Count Total	35	57	7	7	106	0	0	0	0	0	0	2	2	1	5
Peak Hour	18	26	3	5	52	0	0	0	0	0	0	1	1	0	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E ALAMEDA AVE				E ALAMEDA AVE				S CRYSTAL ST				S CRYSTAL ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	1	0	0	4	0	0	0	0	0	0	0	0	0	9	0
7:15 AM	0	0	7	0	0	0	6	0	0	0	0	1	0	1	0	2	17	0
7:30 AM	0	2	2	0	0	0	9	1	0	0	1	0	0	0	0	1	16	0
7:45 AM	0	1	2	0	0	0	3	1	0	0	0	1	0	0	0	0	8	50
8:00 AM	0	1	3	0	0	1	5	0	0	0	0	0	0	0	0	1	11	52
8:15 AM	0	1	4	0	0	0	4	1	0	1	0	0	0	0	0	0	11	46
8:30 AM	0	0	4	0	0	2	6	0	0	0	0	1	0	0	1	0	14	44
8:45 AM	0	0	3	0	0	0	13	1	0	1	0	1	0	0	1	0	20	56
Count Total	0	5	29	1	0	3	50	4	0	2	1	4	0	1	2	4	106	0
Peak Hour	0	4	14	0	0	1	23	2	0	0	1	2	0	1	0	4	52	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E ALAMEDA AVE			E ALAMEDA AVE			S CRYSTAL ST			S CRYSTAL ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	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	0	0	0	0	
7:30 AM	0	0	0	0	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	0	0	0	0	
8:00 AM	0	0	0	0	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	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S CRYSTAL ST E ALAMEDA AVE

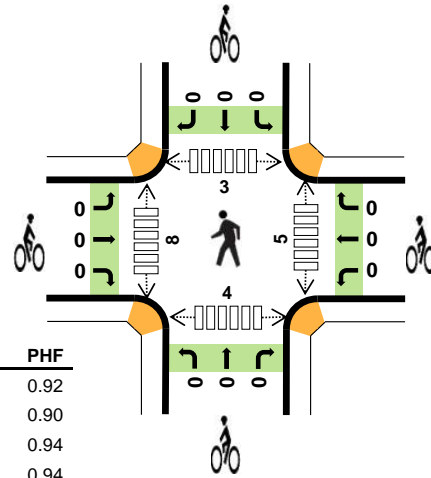
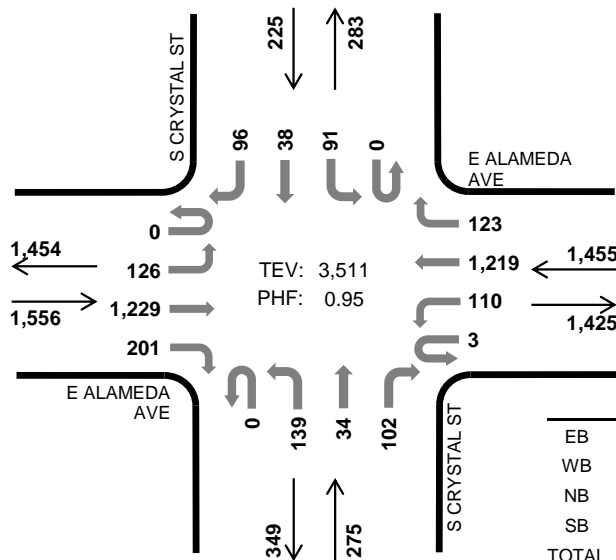


Peak Hour

Date: 05-04-2021

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.5%	0.92
WB	1.0%	0.90
NB	0.4%	0.94
SB	0.9%	0.94
TOTAL	0.7%	0.95

## Two-Hour Count Summaries

Interval Start		E ALAMEDA AVE				E ALAMEDA AVE				S CRYSTAL ST				S CRYSTAL ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	36	281	52	1	33	312	31	0	44	7	26	0	21	4	17	865	0
4:15 PM		0	45	258	47	0	24	303	28	0	25	7	29	0	20	6	21	813	0
4:30 PM		0	50	287	57	1	34	332	39	0	40	11	21	0	19	8	27	926	0
4:45 PM		0	24	299	37	0	32	278	27	0	36	7	30	0	23	9	23	825	3,429
5:00 PM		0	39	331	51	0	25	323	28	0	31	3	25	0	23	11	26	916	3,480
5:15 PM		0	13	312	56	2	19	286	29	0	32	13	26	0	26	10	20	844	3,511
5:30 PM		0	34	247	47	0	26	256	26	0	35	12	34	0	26	4	18	765	3,350
5:45 PM		0	34	270	49	2	27	254	36	0	40	12	26	0	22	9	23	804	3,329
Count Total		0	275	2,285	396	6	220	2,344	244	0	283	72	217	0	180	61	175	6,758	0
Peak Hour	All	0	126	1,229	201	3	110	1,219	123	0	139	34	102	0	91	38	96	3,511	0
	HV	0	0	8	0	0	0	13	1	0	0	1	0	0	1	0	1	25	0
	HV%	-	0%	1%	0%	0%	0%	1%	1%	-	0%	3%	0%	-	1%	0%	1%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	5	0	0	6	0	0	0	0	0	1	0	2	0	3
4:15 PM	2	4	0	2	8	0	0	0	0	0	2	1	2	3	8
4:30 PM	4	1	1	0	6	0	0	0	0	0	1	1	0	3	5
4:45 PM	1	4	0	1	6	0	0	0	0	0	1	1	0	0	2
5:00 PM	1	5	0	1	7	0	0	0	0	0	2	1	2	0	5
5:15 PM	2	4	0	0	6	0	0	0	0	0	1	5	1	1	8
5:30 PM	2	4	0	0	6	0	0	0	0	0	0	2	1	1	4
5:45 PM	2	1	1	0	4	0	0	0	0	0	0	2	0	0	2
Count Total	15	28	2	4	49	0	0	0	0	0	8	13	8	8	37
Peak Hour	8	14	1	2	25	0	0	0	0	0	5	8	3	4	20

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E ALAMEDA AVE				E ALAMEDA AVE				S CRYSTAL ST				S CRYSTAL ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0
4:15 PM	0	1	1	0	0	0	3	1	0	0	0	0	0	0	0	2	8	0
4:30 PM	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0
4:45 PM	0	0	1	0	0	0	3	1	0	0	0	0	0	0	1	0	6	26
5:00 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	1	7	27
5:15 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	25
5:30 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	25
5:45 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	23
Count Total	0	1	14	0	0	0	26	2	0	0	1	1	0	1	0	3	49	0
Peak Hour	0	0	8	0	0	0	13	1	0	0	1	0	0	1	0	1	25	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E ALAMEDA AVE			E ALAMEDA AVE			S CRYSTAL ST			S CRYSTAL ST			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	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	0	0				
4:30 PM	0	0	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	0	0				
5:00 PM	0	0	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	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S SABLE BLVD E ALAMEDA AVE

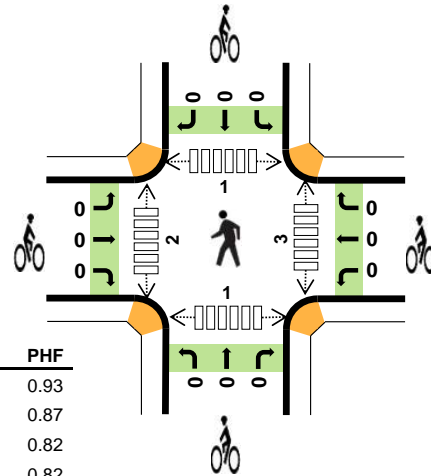
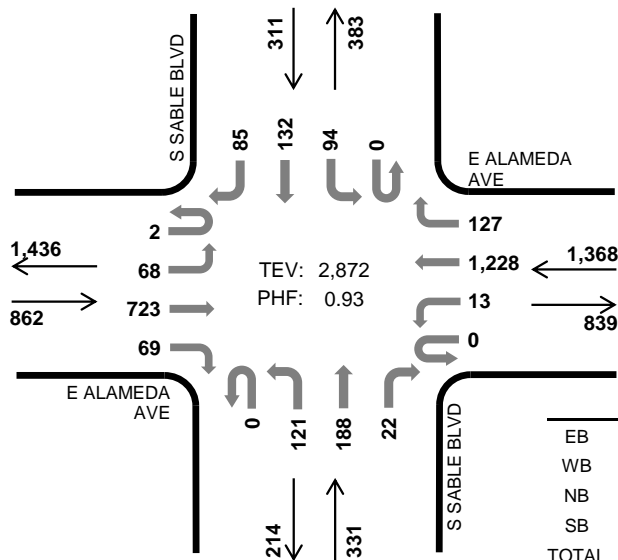


Peak Hour

Date: 05-04-2021

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	1.7%	0.93
WB	2.0%	0.87
NB	3.3%	0.82
SB	2.6%	0.82
TOTAL	2.1%	0.93

## Two-Hour Count Summaries

Interval Start		E ALAMEDA AVE				E ALAMEDA AVE				S SABLE BLVD				S SABLE BLVD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	15	139	13	0	1	266	28	0	22	30	4	0	21	17	29	585	0
7:15 AM		1	15	189	14	0	2	321	24	0	27	45	5	0	29	23	25	720	0
7:30 AM		1	18	180	11	0	3	359	33	0	40	55	6	0	15	25	21	767	0
7:45 AM		0	14	198	20	0	6	299	46	0	31	54	5	0	28	44	23	768	2,840
8:00 AM		0	21	156	24	0	2	249	24	0	23	34	6	0	22	40	16	617	2,872
8:15 AM		0	17	158	11	0	0	195	19	0	24	34	9	0	23	28	49	567	2,719
8:30 AM		0	16	152	17	0	3	247	31	0	19	31	2	0	21	47	23	609	2,561
8:45 AM		2	17	132	30	0	4	200	28	0	23	41	1	0	25	54	20	577	2,370
Count Total		4	133	1,304	140	0	21	2,136	233	0	209	324	38	0	184	278	206	5,210	0
Peak Hour	All	2	68	723	69	0	13	1,228	127	0	121	188	22	0	94	132	85	2,872	0
	HV	0	2	6	7	0	0	26	1	0	7	4	0	0	0	6	2	61	0
	HV%	0%	3%	1%	10%	-	0%	2%	1%	-	6%	2%	0%	-	0%	5%	2%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	3	6	0	13	0	0	0	0	0	2	0	3	0	5
7:15 AM	9	6	1	1	17	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	9	4	1	15	0	0	0	0	0	1	0	0	0	1
7:45 AM	3	8	3	4	18	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	4	3	2	11	0	0	0	0	0	2	2	1	1	6
8:15 AM	4	9	2	3	18	0	0	0	0	0	1	0	0	0	1
8:30 AM	5	10	2	1	18	0	0	0	0	0	0	1	0	1	2
8:45 AM	4	9	2	2	17	0	0	0	0	0	1	0	1	0	2
Count Total	32	58	23	14	127	0	0	0	0	0	7	3	5	2	17
Peak Hour	15	27	11	8	61	0	0	0	0	0	3	2	1	1	7



Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E ALAMEDA AVE				E ALAMEDA AVE				S SABLE BLVD				S SABLE BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	3	0	0	3	3	0	0	0	0	0	13	0
7:15 AM	0	2	3	4	0	0	6	0	0	0	1	0	0	0	1	0	17	0
7:30 AM	0	0	0	1	0	0	9	0	0	2	2	0	0	0	1	0	15	0
7:45 AM	0	0	3	0	0	0	7	1	0	3	0	0	0	0	2	2	18	63
8:00 AM	0	0	0	2	0	0	4	0	0	2	1	0	0	0	2	0	11	61
8:15 AM	0	0	3	1	0	0	9	0	0	0	2	0	0	2	1	0	18	62
8:30 AM	0	2	2	1	0	0	9	1	0	1	1	0	0	0	1	0	18	65
8:45 AM	0	1	1	2	0	0	8	1	0	0	2	0	0	0	1	1	17	64
Count Total	0	5	16	11	0	0	55	3	0	11	12	0	0	2	9	3	127	0
Peak Hour	0	2	6	7	0	0	26	1	0	7	4	0	0	0	6	2	61	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E ALAMEDA AVE			E ALAMEDA AVE			S SABLE BLVD			S SABLE BLVD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	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	0	0				
7:30 AM	0	0	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	0	0				
8:00 AM	0	0	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	0	0				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S SABLE BLVD E ALAMEDA AVE

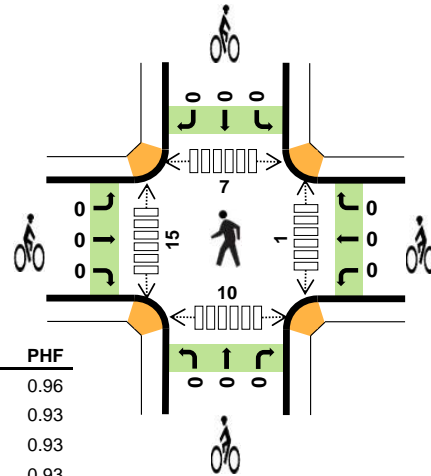
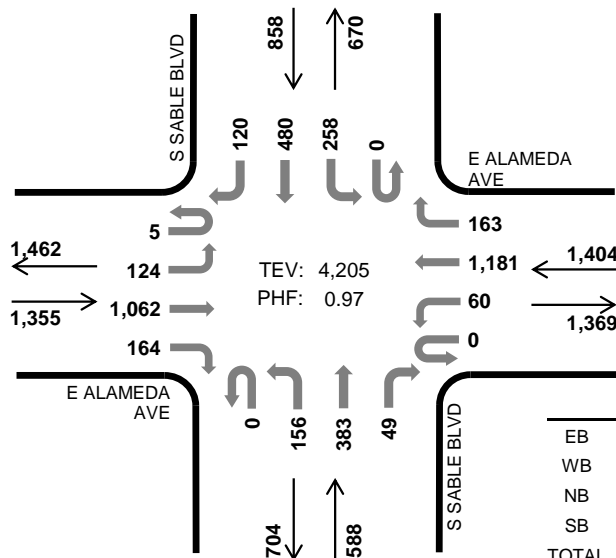


Peak Hour

Date: 05-04-2021

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.6%	0.96
WB	1.4%	0.93
NB	1.7%	0.93
SB	1.3%	0.93
TOTAL	1.1%	0.97

## Two-Hour Count Summaries

Interval Start		E ALAMEDA AVE				E ALAMEDA AVE				S SABLE BLVD				S SABLE BLVD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		1	35	249	49	0	17	315	47	0	34	70	10	0	61	105	26	1,019	0
4:15 PM		2	33	252	41	0	15	297	42	0	46	92	10	0	59	112	28	1,029	0
4:30 PM		2	33	258	42	0	16	328	33	0	39	95	13	0	60	111	33	1,063	0
4:45 PM		1	30	282	39	0	17	250	50	0	36	90	9	0	70	124	30	1,028	4,139
5:00 PM		0	28	270	42	0	12	306	38	0	35	106	17	0	69	133	29	1,085	4,205
5:15 PM		0	42	279	51	0	12	260	33	0	34	106	8	0	46	115	22	1,008	4,184
5:30 PM		0	29	257	49	0	20	242	41	0	31	84	10	0	59	90	27	939	4,060
5:45 PM		1	39	241	38	0	20	224	40	0	40	75	13	0	48	79	29	887	3,919
Count Total		7	269	2,088	351	0	129	2,222	324	0	295	718	90	0	472	869	224	8,058	0
Peak Hour	All	5	124	1,062	164	0	60	1,181	163	0	156	383	49	0	258	480	120	4,205	0
	HV	0	0	5	3	0	1	16	2	0	4	6	0	0	1	6	4	48	0
	HV%	0%	0%	0%	2%	-	2%	1%	1%	-	3%	2%	0%	-	0%	1%	3%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

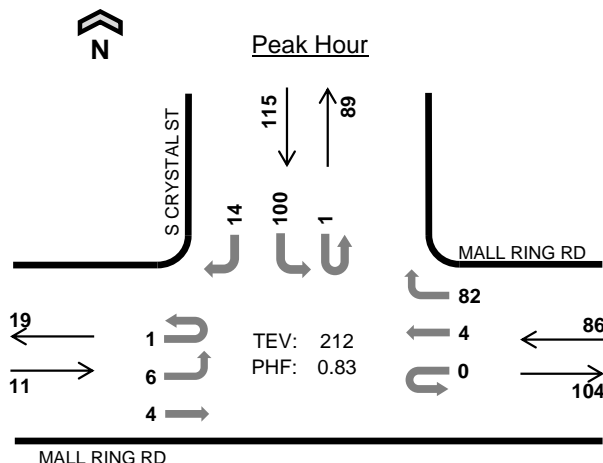
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	5	3	1	11	0	0	0	0	0	1	0	4	1	6
4:15 PM	1	5	2	4	12	0	0	0	0	0	0	2	3	3	8
4:30 PM	4	2	2	2	10	0	0	0	0	0	0	2	0	1	3
4:45 PM	2	7	3	3	15	0	0	0	0	0	0	6	2	4	12
5:00 PM	1	5	3	2	11	0	0	0	0	0	1	5	2	2	10
5:15 PM	2	6	3	2	13	0	0	0	0	0	2	4	3	2	11
5:30 PM	2	5	2	1	10	0	0	0	0	0	1	0	2	0	3
5:45 PM	4	1	1	1	7	0	0	0	0	0	1	1	1	0	3
Count Total	18	36	19	16	89	0	0	0	0	0	6	20	17	13	56
Peak Hour	8	19	10	11	48	0	0	0	0	0	1	15	7	10	33

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	E ALAMEDA AVE				E ALAMEDA AVE				S SABLE BLVD				S SABLE BLVD				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	1	0	0	0	5	0	0	3	0	0	0	0	0	1	0	11	0
4:15 PM	0	0	0	1	0	0	5	0	0	1	1	0	0	0	1	1	2	12	0
4:30 PM	0	0	3	1	0	0	2	0	0	1	1	0	0	0	0	2	0	10	0
4:45 PM	0	0	2	0	0	1	4	2	0	1	2	0	0	0	0	2	1	15	48
5:00 PM	0	0	0	1	0	0	5	0	0	1	2	0	0	0	0	1	1	11	48
5:15 PM	0	0	2	0	0	0	6	0	0	1	2	0	0	0	0	2	0	13	49
5:30 PM	0	0	0	2	0	0	5	0	0	1	1	0	0	0	0	1	0	10	49
5:45 PM	0	0	3	1	0	0	1	0	0	0	1	0	0	0	0	1	0	7	41
Count Total	0	1	11	6	0	1	33	2	0	9	10	0	0	1	11	4		89	0
Peak Hour	0	0	5	3	0	1	16	2	0	4	6	0	0	1	6	4		48	0

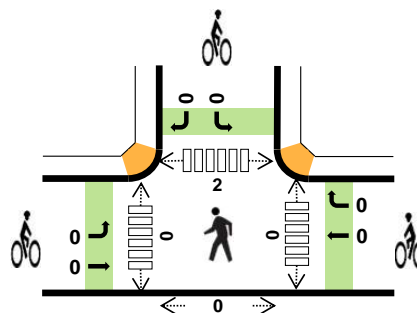
Two-Hour Count Summaries - Bikes																	
Interval Start	E ALAMEDA AVE			E ALAMEDA AVE			S SABLE BLVD			S SABLE BLVD			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	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	0	0	0	0	0
5:00 PM	0	0	0	0	0	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	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S CRYSTAL ST MALL RING RD



Date: 05-04-2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.69
WB	4.7%	0.83
NB	-	-
SB	4.3%	0.80
TOTAL	4.2%	0.83

## Two-Hour Count Summaries

Interval Start		MALL RING RD				MALL RING RD				0				S CRYSTAL ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	2	0	0	0	2	13	0	0	0	0	0	17	0	1	35	0
7:15 AM		0	1	2	0	0	0	1	18	0	0	0	0	0	17	0	5	44	0
7:30 AM		0	1	0	0	0	0	1	14	0	0	0	0	0	16	0	2	34	0
7:45 AM		0	1	0	0	1	0	2	14	0	0	0	0	0	27	0	3	48	161
8:00 AM		0	4	0	0	0	0	1	18	0	0	0	0	0	26	0	1	50	176
8:15 AM		1	0	1	0	0	0	0	21	0	0	0	0	1	21	0	1	46	178
8:30 AM		0	2	1	0	0	0	2	18	0	0	0	0	0	26	0	3	52	196
8:45 AM		0	0	2	0	0	0	1	25	0	0	0	0	0	27	0	9	64	212
Count Total		1	9	8	0	1	0	10	141	0	0	0	0	1	177	0	25	373	0
Peak Hour	All	1	6	4	0	0	0	4	82	0	0	0	0	1	100	0	14	212	0
	HV	0	0	0	0	0	0	1	3	0	0	0	0	0	4	0	1	9	0
	HV%	0%	0%	0%	-	-	-	25%	4%	-	-	-	-	0%	4%	-	7%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

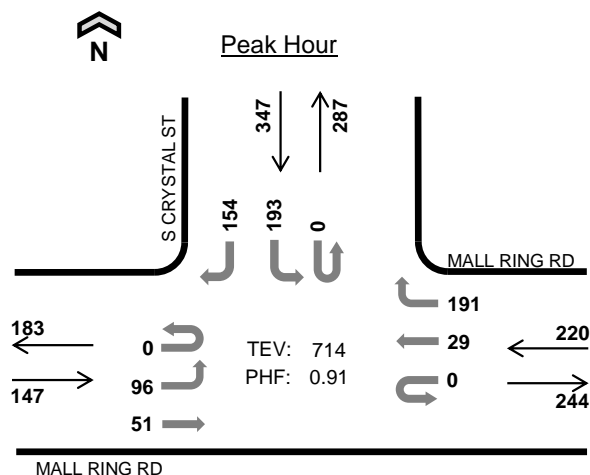
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	3	4	0	0	0	0	0	0	0	2	0	2
8:45 AM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
Count Total	1	7	0	6	14	0	0	0	0	0	0	0	3	0	3
Peak Hr	0	4	0	5	9	0	0	0	0	0	0	0	2	0	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	MALL RING RD				MALL RING RD				0				S CRYSTAL ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
7:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4	7
8:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3	9
Count Total	0	0	1	0	0	0	1	6	0	0	0	0	0	5	0	1	14	0
Peak Hour	0	0	0	0	0	0	1	3	0	0	0	0	0	4	0	1	9	0

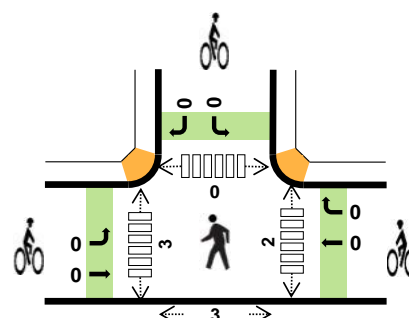
Two-Hour Count Summaries - Bikes																		
Interval Start	MALL RING RD			MALL RING RD			0			S CRYSTAL ST			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	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	0	0	0			
8:00 AM	0	0	0	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	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S CRYSTAL ST MALL RING RD



Date: 05-04-2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.80
WB	0.5%	0.93
NB	-	-
SB	0.0%	0.83
TOTAL	0.1%	0.91

## Two-Hour Count Summaries

Interval Start		MALL RING RD				MALL RING RD				0				S CRYSTAL ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	29	17	0	0	0	9	50	0	0	0	0	0	41	0	44	190	0
4:15 PM		0	22	13	0	0	0	7	41	0	0	0	0	0	39	0	36	158	0
4:30 PM		0	24	12	0	0	0	5	52	0	0	0	0	0	64	0	40	197	0
4:45 PM		0	21	9	0	0	0	8	48	0	0	0	0	0	49	0	34	169	714
5:00 PM		0	15	15	0	0	0	10	52	0	0	0	0	0	54	0	34	180	704
5:15 PM		0	20	4	0	0	0	8	46	0	0	0	0	0	50	0	30	158	704
5:30 PM		0	27	8	0	0	0	3	54	0	0	0	0	0	47	0	35	174	681
5:45 PM		0	34	6	0	0	0	6	48	0	0	0	0	0	51	0	30	175	687
Count Total		0	192	84	0	0	0	56	391	0	0	0	0	0	395	0	283	1,401	0
Peak Hour	All	0	96	51	0	0	0	29	191	0	0	0	0	0	193	0	154	714	0
	HV	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	HV%	-	0%	0%	-	-	-	0%	1%	-	-	-	-	-	0%	-	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2
Count Total	1	1	0	0	2	0	0	0	0	0	3	7	1	7	18
Peak Hr	0	1	0	0	1	0	0	0	0	0	2	3	0	3	8



Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	MALL RING RD				MALL RING RD				0				S CRYSTAL ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	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	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0

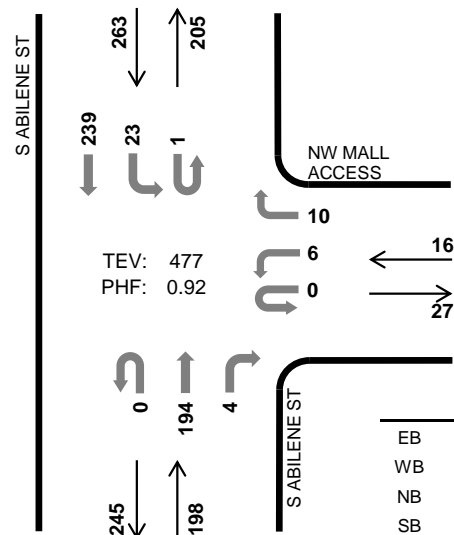
Two-Hour Count Summaries - Bikes																		
Interval Start	MALL RING RD			MALL RING RD			0			S CRYSTAL ST						15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

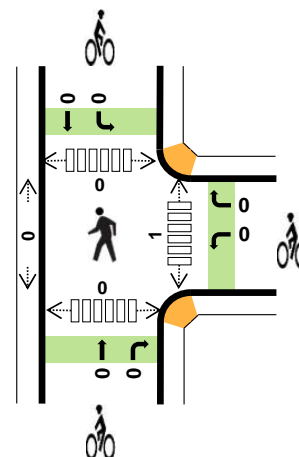
# S ABILENE ST NW MALL ACCESS



Peak Hour



Date: 05-04-2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	6.3%	0.67
NB	3.0%	0.79
SB	0.8%	0.94
TOTAL	1.9%	0.92

## Two-Hour Count Summaries

Interval Start		0				NW MALL ACCESS				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	26	1	0	2	40	0	69	0
7:15 AM		0	0	0	0	0	2	0	1	0	0	32	2	0	2	32	0	71	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	31	0	0	3	51	0	85	0
7:45 AM		0	0	0	0	0	0	0	0	0	0	42	1	0	6	56	0	105	330
8:00 AM		0	0	0	0	0	1	0	0	0	0	33	1	0	5	58	0	98	359
8:15 AM		0	0	0	0	0	0	0	6	0	0	61	2	0	4	57	0	130	418
8:30 AM		0	0	0	0	0	4	0	2	0	0	51	1	0	10	59	0	127	460
8:45 AM		0	0	0	0	0	1	0	2	0	0	49	0	1	4	65	0	122	477
Count Total		0	0	0	0	0	8	0	11	0	0	325	8	1	36	418	0	807	0
Peak Hour	All	0	0	0	0	0	6	0	10	0	0	194	4	1	23	239	0	477	0
	HV	0	0	0	0	0	0	0	1	0	0	6	0	0	0	2	0	9	0
	HV%	-	-	-	-	-	0%	-	10%	-	-	3%	0%	0%	0%	1%	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	1	3	0	0	0	0	0	1	0	1	0	2
7:30 AM	0	0	0	1	1	0	0	0	0	0	2	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	3	1	5	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	9	4	14	0	0	0	0	0	4	0	1	0	5
Peak Hr	0	1	6	2	9	0	0	0	0	0	1	0	0	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				NW MALL ACCESS				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
8:15 AM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	1	0	5	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
Count Total	0	0	0	0	0	0	0	1	0	0	8	1	0	0	4	0	14	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	6	0	0	0	2	0	9	0

Two-Hour Count Summaries - Bikes																		
Interval Start	0			NW MALL ACCESS			S ABILENE ST			S ABILENE ST			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S ABILENE ST NW MALL ACCESS

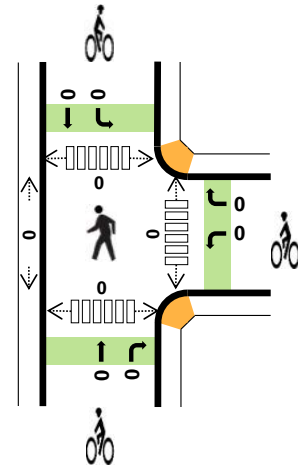
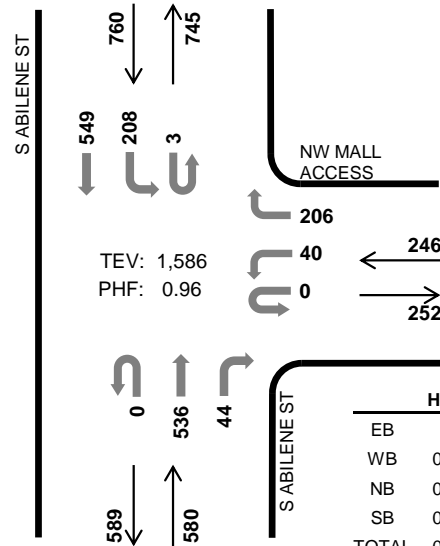


Peak Hour

Date: 05-04-2021

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.84
NB	0.0%	0.94
SB	0.1%	0.95
TOTAL	0.1%	0.96

## Two-Hour Count Summaries

Interval Start		0				NW MALL ACCESS				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	15	0	58	0	0	138	8	0	54	125	0	398	0
4:15 PM		0	0	0	0	0	12	0	51	0	0	137	18	1	59	135	0	413	0
4:30 PM		0	0	0	0	0	8	0	43	0	0	131	9	0	53	133	0	377	0
4:45 PM		0	0	0	0	0	5	0	54	0	0	130	9	2	42	156	0	398	1,586
5:00 PM		0	0	0	0	0	9	0	54	0	0	136	13	1	50	118	0	381	1,569
5:15 PM		0	0	0	0	0	10	0	48	0	0	134	9	0	41	128	0	370	1,526
5:30 PM		0	0	0	0	0	9	0	57	0	0	126	10	0	57	131	0	390	1,539
5:45 PM		0	0	0	0	0	10	0	45	0	0	100	5	0	58	110	0	328	1,469
Count Total		0	0	0	0	0	78	0	410	0	0	1,032	81	4	414	1,036	0	3,055	0
Peak Hour	All	0	0	0	0	0	40	0	206	0	0	536	44	3	208	549	0	1,586	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	0%	0%	0%	0%	0%	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

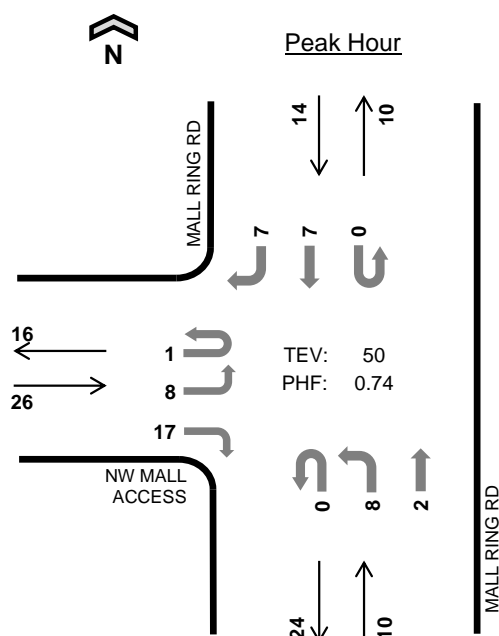
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	2	2	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	0	0	0
5:45 PM	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1
Count Total	0	0	1	3	4	0	0	1	0	1	1	0	0	0	1
Peak Hr	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				NW MALL ACCESS				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0

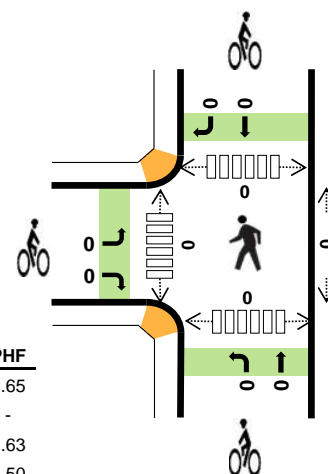
Two-Hour Count Summaries - Bikes																		
Interval Start	0			NW MALL ACCESS			S ABILENE ST			S ABILENE ST			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	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	0	0				
5:00 PM	0	0	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	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# MALL RING RD NW MALL ACCESS



Date: 05-04-2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.65
WB	-	-
NB	10.0%	0.63
SB	14.3%	0.50
TOTAL	6.0%	0.74

## Two-Hour Count Summaries

Interval Start		NW MALL ACCESS				0				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour	
		Eastbound				Westbound				Northbound				Southbound						
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM		0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0
7:15 AM		0	2	0	1	0	0	0	0	0	2	0	0	0	0	0	3	1	9	0
7:30 AM		0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:45 AM		0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	3	0	10	27
8:00 AM		0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	1	0	8	30
8:15 AM		1	2	0	3	0	0	0	0	0	4	0	0	0	0	0	1	1	12	33
8:30 AM		0	3	0	7	0	0	0	0	0	2	1	0	0	0	0	0	4	17	47
8:45 AM		0	3	0	1	0	0	0	0	0	1	1	0	0	0	0	5	2	13	50
Count Total		1	15	0	27	0	0	0	0	0	10	2	0	0	0	0	14	8	77	0
Peak Hour	All	1	8	0	17	0	0	0	0	0	8	2	0	0	0	0	7	7	50	0
	HV	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3	0
	HV%	0%	0%	-	0%	-	-	-	-	-	13%	0%	-	-	-	-	29%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	1	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	0	0	0
7:30 AM	0	0	0	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	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	1	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	0	0	0
8:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	1	2	4	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0



Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	NW MALL ACCESS				0				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	3
Count Total	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	0

Two-Hour Count Summaries - Bikes														
Interval Start	NW MALL ACCESS			0			MALL RING RD			MALL RING RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	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	0	0
7:30 AM	0	0	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	0	0
8:00 AM	0	0	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	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

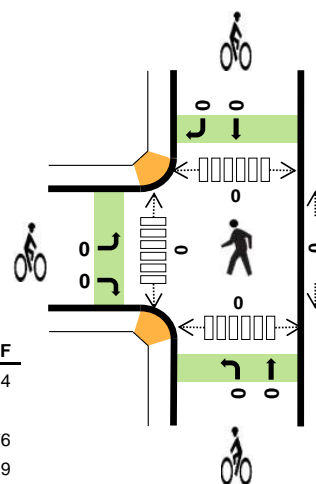
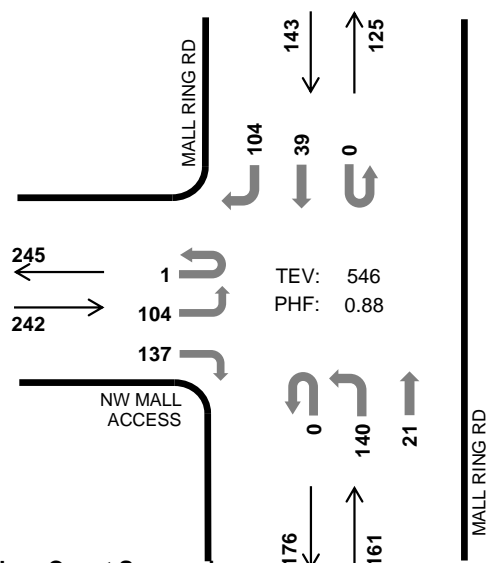
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# MALL RING RD NW MALL ACCESS



Peak Hour

Date: 05-04-2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.84
WB	-	-
NB	0.0%	0.76
SB	0.0%	0.89
TOTAL	0.0%	0.88

## Two-Hour Count Summaries

Interval Start		NW MALL ACCESS				0				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	25	0	37	0	0	0	0	0	45	8	0	0	0	9	31	155	0
4:15 PM		0	27	0	45	0	0	0	0	0	32	2	0	0	0	7	29	142	0
4:30 PM		0	27	0	35	0	0	0	0	0	30	8	0	0	0	12	19	131	0
4:45 PM		1	25	0	20	0	0	0	0	0	33	3	0	0	0	11	25	118	546
5:00 PM		1	30	0	33	0	0	0	0	0	28	3	0	0	0	10	33	138	529
5:15 PM		0	24	0	26	0	0	0	0	0	27	7	0	0	0	9	30	123	510
5:30 PM		2	26	0	35	0	0	0	0	0	41	6	0	0	0	9	26	145	524
5:45 PM		0	25	0	41	0	0	0	0	0	30	13	0	0	0	7	23	139	545
Count Total		4	209	0	272	0	0	0	0	0	266	50	0	0	0	74	216	1,091	0
Peak Hour	All	1	104	0	137	0	0	0	0	0	140	21	0	0	0	39	104	546	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	0%	0%	-	0%	-	-	-	-	-	0%	0%	-	-	-	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	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	0	0	0
4:30 PM	0	0	0	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	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	1	0	2	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	0	0	0
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	NW MALL ACCESS				0				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Count Total	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

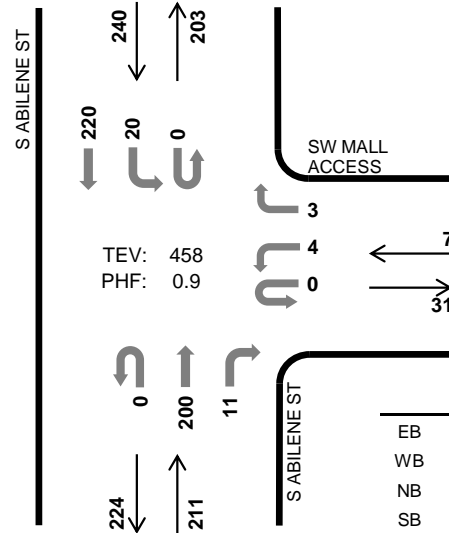
Two-Hour Count Summaries - Bikes																		
Interval Start	NW MALL ACCESS			0			MALL RING RD			MALL RING RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	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	0	0				
5:00 PM	0	0	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	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

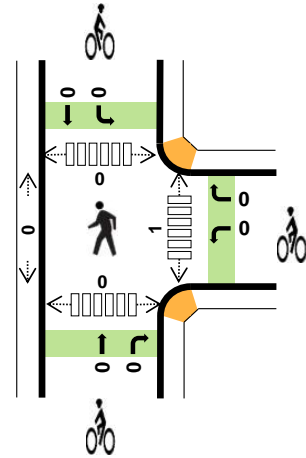
# S ABILENE ST SW MALL ACCESS



Peak Hour



Date: 05-04-2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	0.0%	0.88
NB	2.8%	0.74
SB	0.4%	0.87
TOTAL	1.5%	0.90

## Two-Hour Count Summaries

Interval Start		0				SW MALL ACCESS				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	33	1	0	3	38	0	75	0
7:15 AM		0	0	0	0	0	2	0	1	0	0	34	1	0	4	32	0	74	0
7:30 AM		0	0	0	0	0	0	0	1	0	0	32	8	0	7	42	0	90	0
7:45 AM		0	0	0	0	0	2	0	0	0	0	39	3	0	10	47	0	101	340
8:00 AM		0	0	0	0	0	0	0	2	0	0	37	2	0	5	49	0	95	360
8:15 AM		0	0	0	0	0	1	0	0	0	0	66	5	0	4	51	0	127	413
8:30 AM		0	0	0	0	0	1	0	1	0	0	51	3	0	4	58	0	118	441
8:45 AM		0	0	0	0	0	2	0	0	0	0	46	1	0	7	62	0	118	458
Count Total		0	0	0	0	0	8	0	5	0	0	338	24	0	44	379	0	798	0
Peak Hour	All	0	0	0	0	0	4	0	3	0	0	200	11	0	20	220	0	458	0
	HV	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	7	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	3%	0%	-	0%	0%	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	1	0	0	0	0	0	2	0	0	0	2
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	9	4	13	0	0	0	0	0	3	0	0	0	3
Peak Hr	0	0	6	1	7	0	0	0	0	0	1	0	0	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				SW MALL ACCESS				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7
Count Total	0	0	0	0	0	0	0	0	0	0	9	0	0	0	4	0	13	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	7	0

Two-Hour Count Summaries - Bikes																	
Interval Start	0			SW MALL ACCESS			S ABILENE ST			S ABILENE ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	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	0	0	0	0	0
7:30 AM	0	0	0	0	0	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	0	0	0	0	0
8:00 AM	0	0	0	0	0	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	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S ABILENE ST SW MALL ACCESS

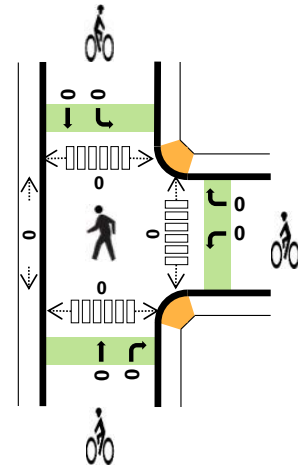
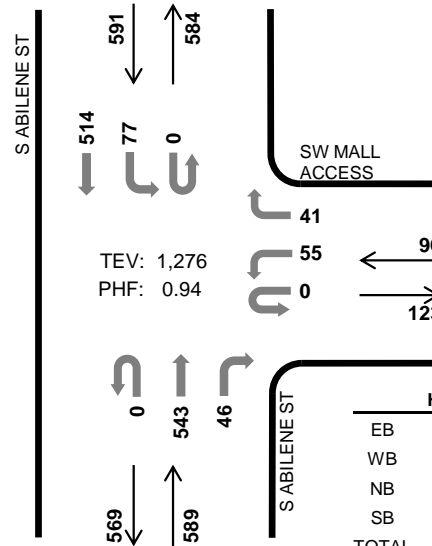


Peak Hour

Date: 05-04-2021

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.75
NB	0.2%	0.91
SB	0.2%	0.88
TOTAL	0.2%	0.94

## Two-Hour Count Summaries

Interval Start		0				SW MALL ACCESS				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	11	0	12	0	0	136	13	0	14	127	0	313	0
4:15 PM		0	0	0	0	0	21	0	11	0	0	149	12	0	18	123	0	334	0
4:30 PM		0	0	0	0	0	9	0	8	0	0	116	14	0	25	117	0	289	0
4:45 PM		0	0	0	0	0	14	0	10	0	0	142	7	0	20	147	0	340	1,276
5:00 PM		0	0	0	0	0	13	0	19	0	0	128	12	0	15	103	0	290	1,253
5:15 PM		0	0	0	0	0	13	0	15	0	0	126	13	0	18	118	0	303	1,222
5:30 PM		0	0	0	0	0	12	0	13	0	0	121	17	0	18	115	0	296	1,229
5:45 PM		0	0	0	0	0	11	0	10	0	0	90	20	0	19	99	0	249	1,138
Count Total		0	0	0	0	0	104	0	98	0	0	1,008	108	0	147	949	0	2,414	0
Peak Hour	All	0	0	0	0	0	55	0	41	0	0	543	46	0	77	514	0	1,276	0
	HV	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	0%	2%	-	1%	0%	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	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	0	0	0
4:30 PM	0	0	1	1	2	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	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	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	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0

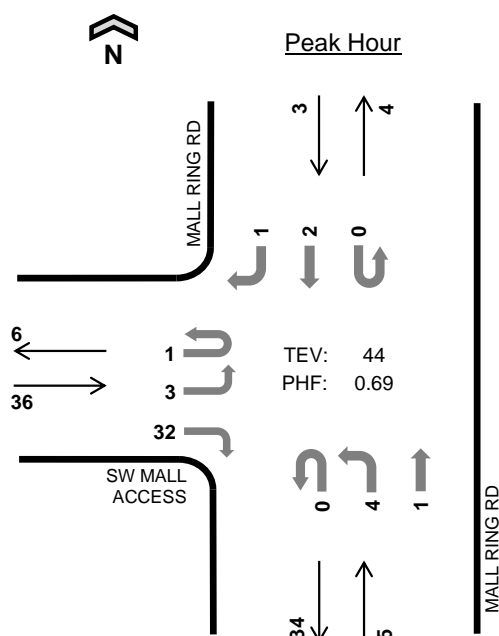


Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				SW MALL ACCESS				S ABILENE ST				S ABILENE ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2

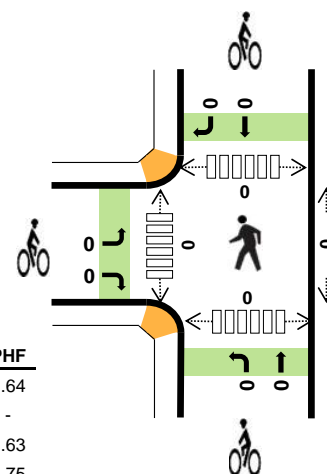
Two-Hour Count Summaries - Bikes																		
Interval Start	0			SW MALL ACCESS			S ABILENE ST			S ABILENE ST			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# MALL RING RD SW MALL ACCESS



Date: 05-04-2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.64
WB	-	-
NB	0.0%	0.63
SB	0.0%	0.75
TOTAL	0.0%	0.69

## Two-Hour Count Summaries

Interval Start		SW MALL ACCESS				0				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	5	0
7:15 AM		0	1	0	2	0	0	0	0	0	3	0	0	0	0	0	1	7	0
7:30 AM		0	0	0	11	0	0	0	0	0	1	0	0	0	0	0	0	12	0
7:45 AM		0	3	0	11	0	0	0	0	0	1	0	0	0	0	0	1	16	40
8:00 AM		1	0	0	3	0	0	0	0	0	1	0	0	0	0	1	0	6	41
8:15 AM		0	0	0	7	0	0	0	0	0	1	1	0	0	0	1	0	10	44
8:30 AM		0	3	0	4	0	0	0	0	0	2	1	0	0	0	0	0	10	42
8:45 AM		0	1	0	5	0	0	0	0	0	1	0	0	0	0	1	0	8	34
Count Total		1	9	0	45	0	0	0	0	0	10	2	0	0	0	5	2	74	0
Peak Hour	All	1	3	0	32	0	0	0	0	0	4	1	0	0	0	2	1	44	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	0%	0%	-	0%	-	-	-	-	-	0%	0%	-	-	-	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	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	0	0	0
7:30 AM	0	0	0	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	0	0	0
8:00 AM	0	0	0	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	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	SW MALL ACCESS				0				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Bikes																		
Interval Start	SW MALL ACCESS			0			MALL RING RD			MALL RING RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	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	0	0				
7:30 AM	0	0	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	0	0				
8:00 AM	0	0	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	0	0				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# MALL RING RD SW MALL ACCESS

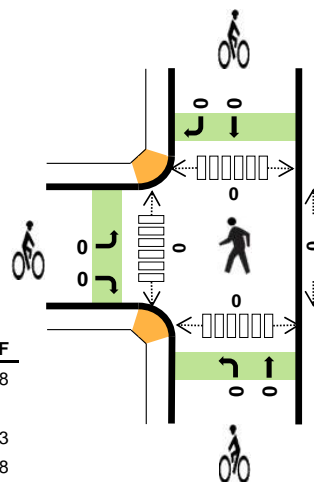
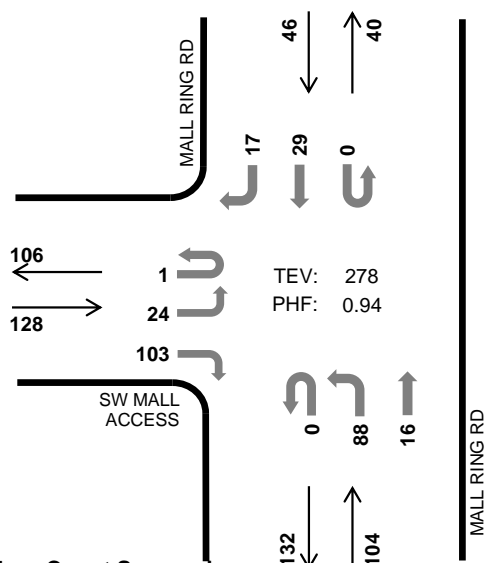


Peak Hour

Date: 05-04-2021

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.6%	0.78
WB	-	-
NB	0.0%	0.93
SB	2.2%	0.88
TOTAL	1.1%	0.94

## Two-Hour Count Summaries

Interval Start		SW MALL ACCESS				0				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		1	3	0	17	0	0	0	0	0	17	4	0	0	0	8	5	55	0
4:15 PM		0	6	0	25	0	0	0	0	0	24	4	0	0	0	7	6	72	0
4:30 PM		0	4	0	32	0	0	0	0	0	17	3	0	0	0	11	2	69	0
4:45 PM		2	4	0	18	0	0	0	0	0	17	1	0	0	0	8	6	56	252
5:00 PM		1	2	0	20	0	0	0	0	0	25	3	0	0	0	9	4	64	261
5:15 PM		0	7	0	23	0	0	0	0	0	24	3	0	0	0	7	5	69	258
5:30 PM		0	7	0	27	0	0	0	0	0	20	7	0	0	0	5	5	71	260
5:45 PM		0	8	0	33	0	0	0	0	0	19	3	0	0	0	8	3	74	278
Count Total		4	41	0	195	0	0	0	0	0	163	28	0	0	0	63	36	530	0
Peak Hour	All	1	24	0	103	0	0	0	0	0	88	16	0	0	0	29	17	278	0
	HV	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0
	HV%	0%	4%	-	1%	-	-	-	-	-	0%	0%	-	-	-	0%	6%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	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	0	0	0
4:30 PM	2	0	0	0	2	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	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	4	0	0	1	5	0	0	0	0	0	0	0	0	0	0
Peak Hr	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	SW MALL ACCESS				0				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
4:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Count Total	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	5	0
Peak Hour	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0

Two-Hour Count Summaries - Bikes																		
Interval Start	SW MALL ACCESS			0			MALL RING RD			MALL RING RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	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	0	0	0	0	0	
4:30 PM	0	0	0	0	0	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	0	0	0	0	0	
5:00 PM	0	0	0	0	0	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	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

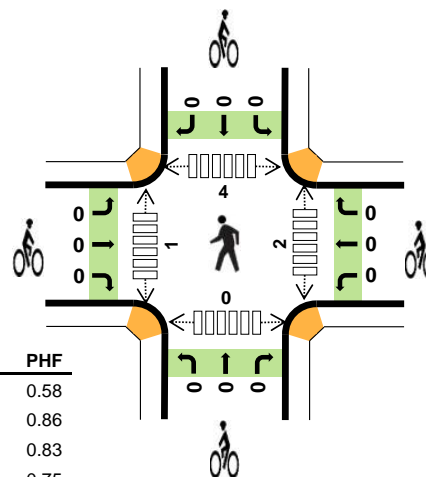
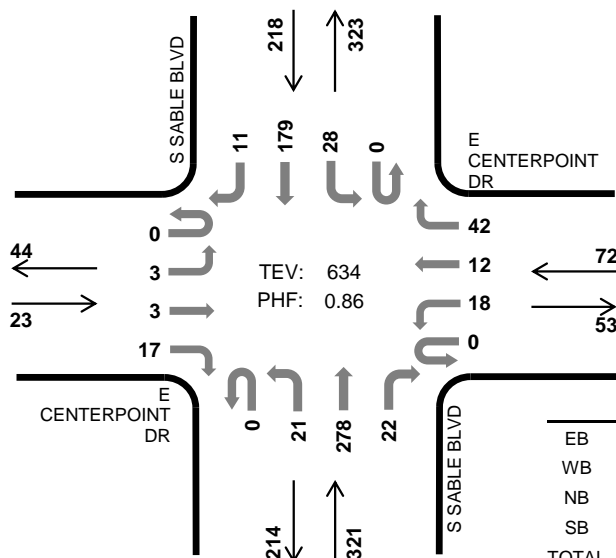
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S SABLE BLVD E CENTERPOINT DR



Peak Hour

Date: 05-04-2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.58
WB	18.1%	0.86
NB	2.8%	0.83
SB	4.6%	0.75
TOTAL	5.0%	0.86

## Two-Hour Count Summaries

Interval Start		E CENTERPOINT DR				E CENTERPOINT DR				S SABLE BLVD				S SABLE BLVD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	0	2	0	2	2	11	0	2	48	3	0	2	29	1	103	0
7:15 AM		0	1	1	2	0	3	3	10	0	3	61	3	0	5	31	1	124	0
7:30 AM		0	0	0	4	0	3	3	14	0	6	85	6	0	7	25	2	155	0
7:45 AM		0	1	1	3	0	4	2	11	0	5	82	8	0	6	58	4	185	567
8:00 AM		0	1	0	3	0	6	4	11	0	4	47	4	0	12	59	2	153	617
8:15 AM		0	1	2	7	0	5	3	6	0	6	64	4	0	3	37	3	141	634
8:30 AM		0	0	1	3	0	1	2	6	0	3	45	3	0	5	56	1	126	605
8:45 AM		0	3	3	4	0	4	6	5	0	2	58	6	0	4	74	3	172	592
Count Total		0	8	8	28	0	28	25	74	0	31	490	37	0	44	369	17	1,159	0
Peak Hour	All	0	3	3	17	0	18	12	42	0	21	278	22	0	28	179	11	634	0
	HV	0	0	0	0	0	5	0	8	0	0	3	6	0	8	2	0	32	0
	HV%	-	0%	0%	0%	-	28%	0%	19%	-	0%	1%	27%	-	29%	1%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	6	3	0	9	0	0	0	0	0	2	0	1	0	3
7:15 AM	0	3	2	4	9	0	0	0	0	0	0	0	2	0	2
7:30 AM	0	3	3	2	8	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	2	3	2	7	0	0	0	0	0	1	0	1	0	2
8:00 AM	0	3	1	4	8	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	5	2	2	9	0	0	0	0	0	0	1	2	0	3
8:30 AM	0	2	0	2	4	0	0	0	0	0	1	0	3	0	4
8:45 AM	0	4	3	3	10	0	0	0	0	0	2	0	0	0	2
Count Total	0	28	17	19	64	0	0	0	0	0	7	1	10	0	18
Peak Hour	0	13	9	10	32	0	0	0	0	0	2	1	4	0	7



Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E CENTERPOINT DR				E CENTERPOINT DR				S SABLE BLVD				S SABLE BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	4	0	0	2	1	0	0	0	0	9	0
7:15 AM	0	0	0	0	0	2	0	1	0	0	0	2	0	3	1	0	9	0
7:30 AM	0	0	0	0	0	1	0	2	0	0	2	1	0	2	0	0	8	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	1	2	0	0	2	0	7	33
8:00 AM	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0	0	8	32
8:15 AM	0	0	0	0	0	3	0	2	0	0	0	2	0	2	0	0	9	32
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	4	28
8:45 AM	0	0	0	0	0	3	0	1	0	0	0	3	0	3	0	0	10	31
Count Total	0	0	0	0	0	12	0	16	0	0	5	12	0	16	3	0	64	0
Peak Hour	0	0	0	0	0	5	0	8	0	0	3	6	0	8	2	0	32	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E CENTERPOINT DR			E CENTERPOINT DR			S SABLE BLVD			S SABLE BLVD			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	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	0	0	0	0	
7:30 AM	0	0	0	0	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	0	0	0	0	
8:00 AM	0	0	0	0	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	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S SABLE BLVD E CENTERPOINT DR

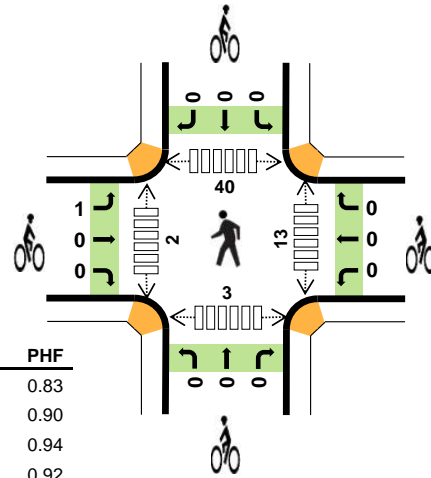
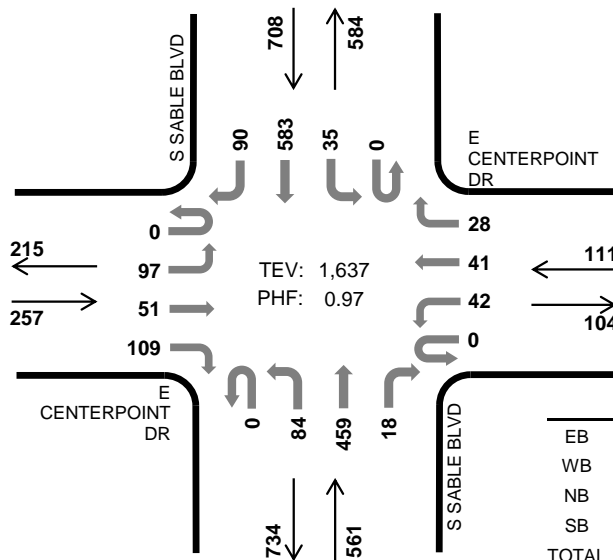


Peak Hour

Date: 05-04-2021

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.4%	0.83
WB	11.7%	0.90
NB	1.1%	0.94
SB	1.1%	0.92
TOTAL	1.7%	0.97

## Two-Hour Count Summaries

Interval Start		E CENTERPOINT DR				E CENTERPOINT DR				S SABLE BLVD				S SABLE BLVD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	17	8	20	0	3	6	10	0	26	90	3	0	10	141	26	360	0
4:15 PM		0	28	10	26	0	11	13	4	0	26	122	2	0	10	148	20	420	0
4:30 PM		0	20	11	22	0	11	9	11	0	23	113	6	0	3	137	19	385	0
4:45 PM		0	22	12	29	0	10	13	6	0	21	109	7	0	10	145	24	408	1,573
5:00 PM		0	27	18	32	0	10	6	7	0	14	115	3	0	12	153	27	424	1,637
5:15 PM		0	25	15	24	1	10	13	8	0	20	100	4	0	11	144	21	396	1,613
5:30 PM		0	20	15	27	0	4	7	10	0	16	107	2	0	12	118	21	359	1,587
5:45 PM		0	26	15	29	0	6	9	8	0	17	104	5	0	13	124	21	377	1,556
Count Total		0	185	104	209	1	65	76	64	0	163	860	32	0	81	1,110	179	3,129	0
Peak Hour	All	0	97	51	109	0	42	41	28	0	84	459	18	0	35	583	90	1,637	0
	HV	0	1	0	0	0	6	0	7	0	0	0	6	0	7	1	0	28	0
	HV%	-	1%	0%	0%	-	14%	0%	25%	-	0%	0%	33%	-	20%	0%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	1	2	6	0	0	0	0	0	3	1	10	3	17
4:15 PM	0	3	2	2	7	0	0	0	0	0	4	0	12	1	17
4:30 PM	0	2	2	2	6	0	0	0	0	0	4	0	5	1	10
4:45 PM	1	5	2	2	10	0	0	0	0	0	1	1	16	0	18
5:00 PM	0	3	0	2	5	1	0	0	0	1	4	1	7	1	13
5:15 PM	0	3	5	0	8	0	0	0	0	0	0	0	11	0	11
5:30 PM	0	3	1	4	8	0	0	0	0	0	2	0	7	1	10
5:45 PM	0	1	2	2	5	0	0	0	0	0	4	3	10	0	17
Count Total	1	23	15	16	55	1	0	0	0	1	22	6	78	7	113
Peak Hour	1	13	6	8	28	1	0	0	0	1	13	2	40	3	58

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E CENTERPOINT DR				E CENTERPOINT DR				S SABLE BLVD				S SABLE BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	2	0	0	1	0	0	2	0	0	6	0
4:15 PM	0	0	0	0	0	1	0	2	0	0	0	2	0	1	1	0	7	0
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	2	0	2	0	0	6	0
4:45 PM	0	1	0	0	0	3	0	2	0	0	0	2	0	2	0	0	10	29
5:00 PM	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	5	28
5:15 PM	0	0	0	0	0	2	0	1	0	0	2	3	0	0	0	0	8	29
5:30 PM	0	0	0	0	0	1	0	2	0	0	0	1	0	4	0	0	8	31
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	2	0	0	5	26
Count Total	0	1	0	0	0	10	0	13	0	0	3	12	0	15	1	0	55	0
Peak Hour	0	1	0	0	0	6	0	7	0	0	0	6	0	7	1	0	28	0

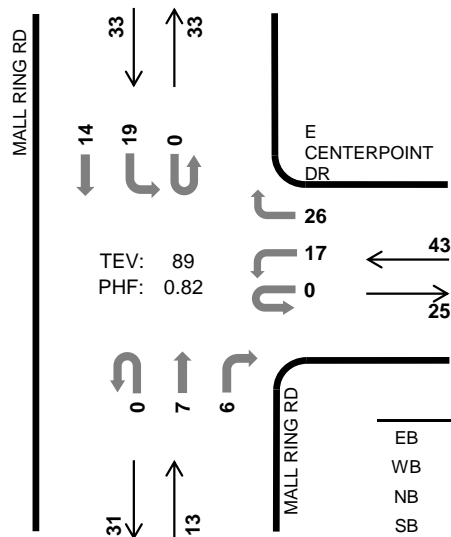
Two-Hour Count Summaries - Bikes																	
Interval Start	E CENTERPOINT DR			E CENTERPOINT DR			S SABLE BLVD			S SABLE BLVD			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	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	0	0			
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	1	0			
Peak Hour	1	0	0	0	0	0	0	0	0	0	0	0	1	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# MALL RING RD E CENTERPOINT DR



Peak Hour



Date: 05-04-2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 7:30 AM to 8:30 AM

	HV %:	PHF
EB	-	-
WB	0.0%	0.90
NB	7.7%	0.65
SB	0.0%	0.75
TOTAL	1.1%	0.82

## Two-Hour Count Summaries

Interval Start		0				E CENTERPOINT DR				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	1	0	0	4	0	0	2	2	0	1	2	0	12	0
7:15 AM		0	0	0	0	0	2	0	5	0	0	0	1	0	3	1	0	12	0
7:30 AM		0	0	0	0	0	3	0	7	0	0	2	1	0	2	6	0	21	0
7:45 AM		0	0	0	0	0	5	0	7	0	0	1	0	0	5	2	0	20	65
8:00 AM		0	0	0	0	0	6	0	4	0	0	3	1	0	3	4	0	21	74
8:15 AM		0	0	0	0	0	3	0	8	0	0	1	4	0	9	2	0	27	89
8:30 AM		0	0	0	0	0	2	0	5	0	0	1	0	0	2	1	0	11	79
8:45 AM		0	0	0	0	0	5	0	5	0	0	2	7	0	4	5	0	28	87
Count Total		0	0	0	0	1	26	0	45	0	0	12	16	0	29	23	0	152	0
Peak Hour	All	0	0	0	0	0	17	0	26	0	0	7	6	0	19	14	0	89	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	14%	0%	-	0%	0%	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	1	0	1	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	0	0	0
8:00 AM	0	0	0	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	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	1	0	0	0	0	0	1	0	5	0	6
Peak Hr	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				E CENTERPOINT DR				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0

Two-Hour Count Summaries - Bikes														
Interval Start	0			E CENTERPOINT DR			MALL RING RD			MALL RING RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	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	0	0
7:30 AM	0	0	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	0	0
8:00 AM	0	0	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	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

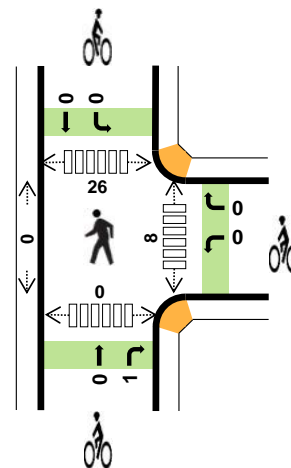
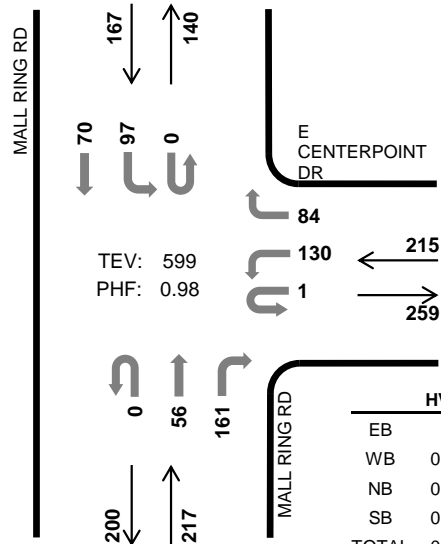
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# MALL RING RD E CENTERPOINT DR



Peak Hour

Date: 05-04-2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.91
NB	0.9%	0.83
SB	0.0%	0.97
TOTAL	0.3%	0.98

## Two-Hour Count Summaries

Interval Start		0				E CENTERPOINT DR				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	1	28	0	29	0	0	14	16	0	29	20	0	137	0
4:15 PM		0	0	0	0	1	33	0	25	0	0	8	40	0	28	15	0	150	0
4:30 PM		0	0	0	0	0	35	0	18	0	0	19	33	0	19	23	0	147	0
4:45 PM		0	0	0	0	0	34	0	23	0	0	17	35	0	25	15	0	149	583
5:00 PM		0	0	0	0	0	28	0	18	0	0	12	53	0	25	17	0	153	599
5:15 PM		0	0	0	0	0	29	0	25	0	0	13	33	0	25	17	0	142	591
5:30 PM		0	0	0	0	0	25	0	19	0	0	14	48	0	20	13	0	139	583
5:45 PM		0	0	0	0	1	24	0	19	0	0	14	48	0	20	18	0	144	578
Count Total		0	0	0	0	3	236	0	176	0	0	111	306	0	191	138	0	1,161	0
Peak Hour	All	0	0	0	0	1	130	0	84	0	0	56	161	0	97	70	0	599	0
	HV	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0
	HV%	-	-	-	-	0%	0%	-	0%	-	-	2%	1%	-	0%	0%	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	8	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	6	0	8
4:45 PM	0	0	1	0	1	0	0	0	0	0	3	0	7	0	10
5:00 PM	0	0	0	0	0	0	0	1	0	1	3	0	5	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	7	0	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	2	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	8	0	9
Count Total	0	0	2	0	2	0	0	1	0	1	17	0	54	0	71
Peak Hr	0	0	2	0	2	0	0	1	0	1	8	0	26	0	34

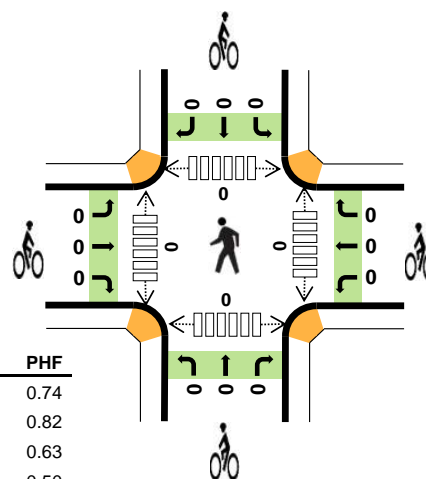
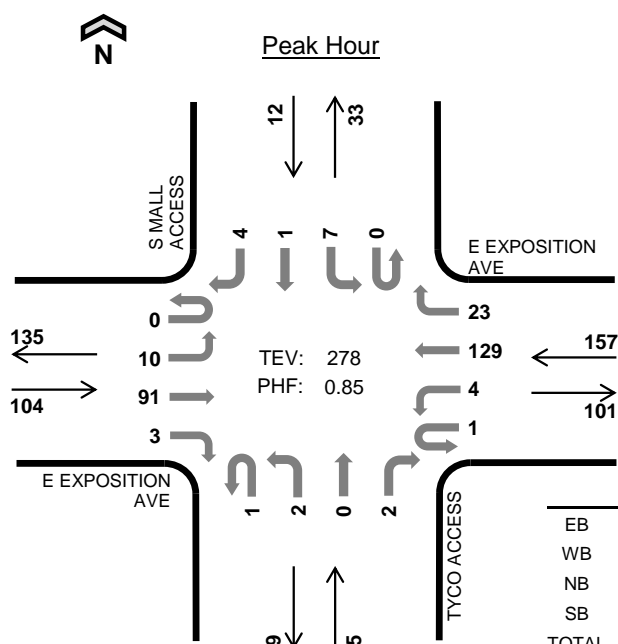


Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				E CENTERPOINT DR				MALL RING RD				MALL RING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	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	1	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	

Two-Hour Count Summaries - Bikes																	
Interval Start	0			E CENTERPOINT DR			MALL RING RD			MALL RING RD			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	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	0	0			
4:30 PM	0	0	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	0	0			
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0			
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	1	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# TYCO ACCESS E EXPOSITION AVE



## Two-Hour Count Summaries

Interval Start		E EXPOSITION AVE				E EXPOSITION AVE				TYCO ACCESS				S MALL ACCESS				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	8	0	0	0	19	0	0	1	0	2	0	1	0	0	32	0
7:15 AM		1	1	18	1	0	2	14	1	0	0	1	0	0	2	1	0	42	0
7:30 AM		0	0	14	0	0	2	18	2	0	1	0	1	0	0	0	3	41	0
7:45 AM		0	3	19	2	0	0	29	9	0	0	0	0	0	2	1	3	68	183
8:00 AM		0	3	20	0	0	0	26	3	0	0	0	1	0	1	0	1	55	206
8:15 AM		0	2	33	0	0	2	37	3	1	1	0	0	0	3	0	0	82	246
8:30 AM		0	2	19	1	1	2	37	8	0	1	0	1	0	1	0	0	73	278
8:45 AM		0	1	24	1	0	2	32	4	0	1	0	0	0	0	0	1	66	276
Count Total		1	13	155	5	1	10	212	30	1	5	1	5	0	10	2	8	459	0
Peak Hour	All	0	10	91	3	1	4	129	23	1	2	0	2	0	7	1	4	278	0
	HV	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	7	0
	HV%	-	0%	1%	0%	0%	0%	5%	0%	0%	0%	-	0%	-	0%	0%	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

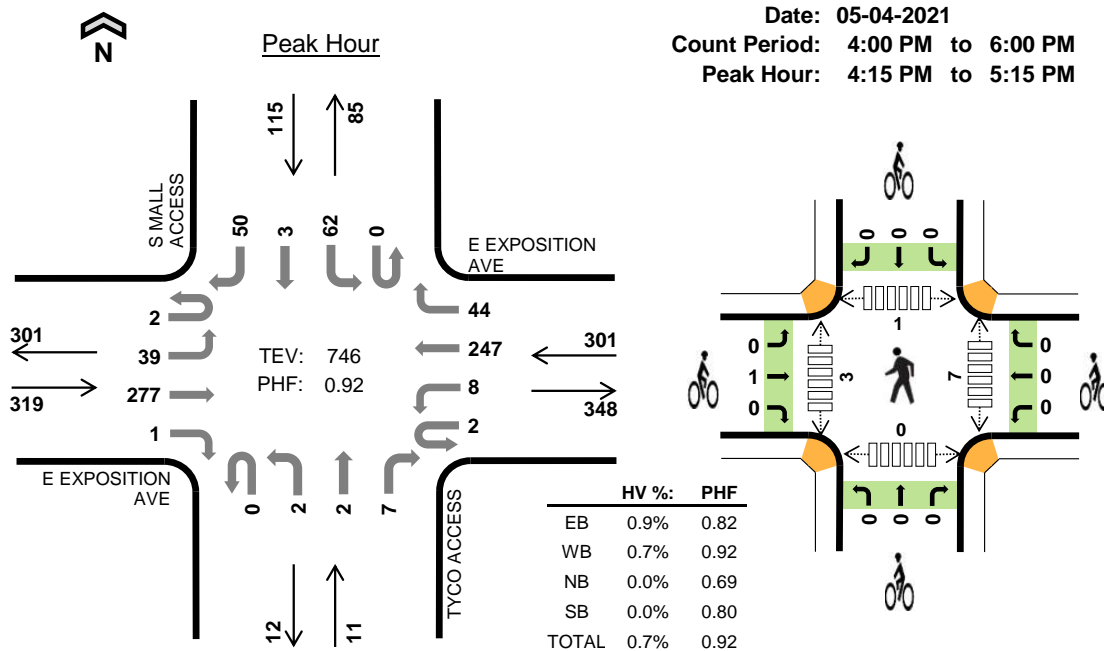
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	0	1	3	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	2	0	0	3	0	0	0	0	0	1	0	0	1	2
Count Total	8	10	0	1	19	0	0	0	0	0	1	1	0	2	4
Peak Hour	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E EXPOSITION AVE				E EXPOSITION AVE				TYCO ACCESS				S MALL ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	10
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	7
8:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	7
8:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	9
Count Total	0	2	6	0	0	0	10	0	0	0	0	0	0	0	0	1	19	0
Peak Hour	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	7	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E EXPOSITION AVE			E EXPOSITION AVE			TYCO ACCESS			S MALL ACCESS			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	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	0	0	0	0	0
7:30 AM	0	0	0	0	0	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	0	0	0	0	0
8:00 AM	0	0	0	0	0	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	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

# TYCO ACCESS E EXPOSITION AVE



## Two-Hour Count Summaries

Interval Start		E EXPOSITION AVE				E EXPOSITION AVE				TYCO ACCESS				S MALL ACCESS				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		1	4	57	0	0	0	41	7	0	1	0	5	0	11	0	9	136	0
4:15 PM		1	13	82	1	0	3	68	11	0	1	0	2	0	10	0	10	202	0
4:30 PM		0	9	68	0	0	3	64	5	0	1	0	3	0	17	3	13	186	0
4:45 PM		0	7	68	0	1	1	54	15	0	0	2	1	0	16	0	20	185	709
5:00 PM		1	10	59	0	1	1	61	13	0	0	0	1	0	19	0	7	173	746
5:15 PM		1	7	82	1	0	3	47	3	0	0	0	2	0	21	0	14	181	725
5:30 PM		0	5	62	0	0	1	49	7	0	2	1	3	0	13	2	11	156	695
5:45 PM		0	10	65	0	1	1	49	9	0	0	0	0	0	11	0	14	160	670
Count Total		4	65	543	2	3	13	433	70	0	5	3	17	0	118	5	98	1,379	0
Peak Hour	All	2	39	277	1	2	8	247	44	0	2	2	7	0	62	3	50	746	0
	HV	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0
	HV%	0%	3%	1%	0%	0%	0%	1%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	1	0	0	3	1	0	0	0	1	2	2	1	0	5
4:30 PM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3
4:45 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	2	0	4
5:30 PM	1	0	0	0	1	0	0	0	0	0	4	0	0	3	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3
Count Total	5	3	0	0	8	1	0	0	0	1	12	5	4	4	25
Peak Hour	3	2	0	0	5	1	0	0	0	1	7	3	1	0	11

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E EXPOSITION AVE				E EXPOSITION AVE				TYCO ACCESS				S MALL ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	1	4	0	0	0	3	0	0	0	0	0	0	0	0	0	8	
Peak Hour	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	5	

Two-Hour Count Summaries - Bikes																		
Interval Start	E EXPOSITION AVE				E EXPOSITION AVE				TYCO ACCESS				S MALL ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
4:15 PM	0	1	0		0	0	0		0	0	0		0	0	0		1	
4:30 PM	0	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		0	
5:00 PM	0	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		0	
5:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
Count Total	0	1	0		0	0	0		0	0	0		0	0	0		1	
Peak Hour	0	1	0		0	0	0		0	0	0		0	0	0		1	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S MALL ACCESS MALL RING RD

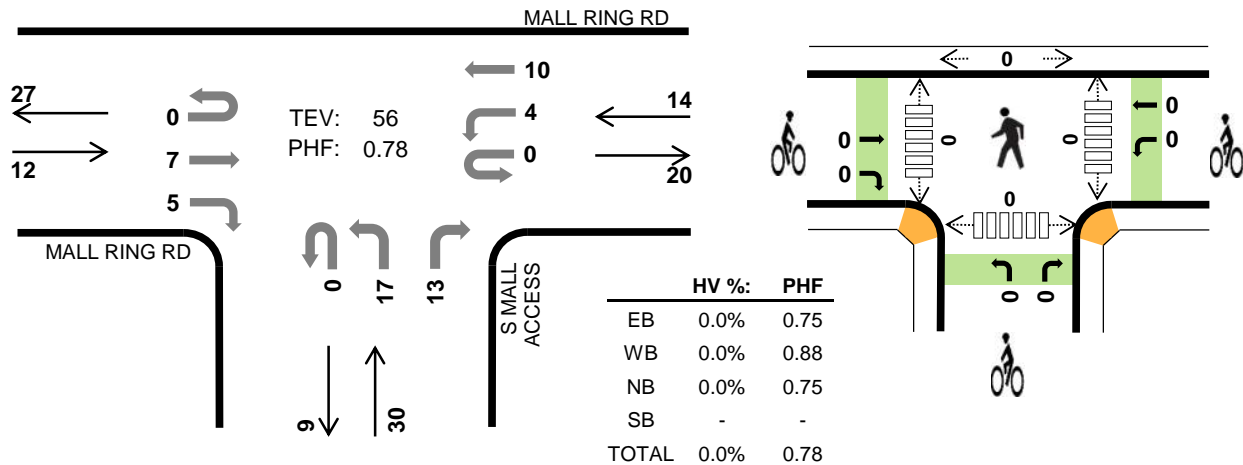


Peak Hour

Date: 05-04-2021

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:45 AM to 8:45 AM



## Two-Hour Count Summaries

Interval Start		MALL RING RD				MALL RING RD				S MALL ACCESS				0				15-min Total	Rolling One Hour	
		Eastbound				Westbound				Northbound				Southbound						
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM		0	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0
7:15 AM		0	0	0	1	0	0	1	0	0	3	0	0	0	0	0	0	0	5	0
7:30 AM		0	0	4	0	0	4	2	0	0	1	0	2	0	0	0	0	0	13	0
7:45 AM		0	0	1	3	0	1	3	0	0	8	0	2	0	0	0	0	0	18	42
8:00 AM		0	0	2	1	0	1	3	0	0	2	0	3	0	0	0	0	0	12	48
8:15 AM		0	0	3	1	0	0	3	0	0	1	0	4	0	0	0	0	0	12	55
8:30 AM		0	0	1	0	0	2	1	0	0	6	0	4	0	0	0	0	0	14	56
8:45 AM		0	0	2	1	0	1	5	0	0	3	0	3	0	0	0	0	0	15	53
Count Total		0	0	16	9	0	9	18	0	0	25	0	18	0	0	0	0	0	95	0
Peak Hour	All	0	0	7	5	0	4	10	0	0	17	0	13	0	0	0	0	0	56	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	0%	0%	-	0%	0%	-	-	0%	-	0%	-	-	-	-	0%	0	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	1	0	2	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	0	0	0
8:00 AM	0	0	0	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	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Two-Hour Count Summaries - Heavy Vehicles**

Interval Start	MALL RING RD				MALL RING RD				S MALL ACCESS				0				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	2	0	1	0	0	0	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Two-Hour Count Summaries - Bikes**

Interval Start	MALL RING RD			MALL RING RD			S MALL ACCESS			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	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	0	0
7:30 AM	0	0	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	0	0
8:00 AM	0	0	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	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



# S MALL ACCESS MALL RING RD

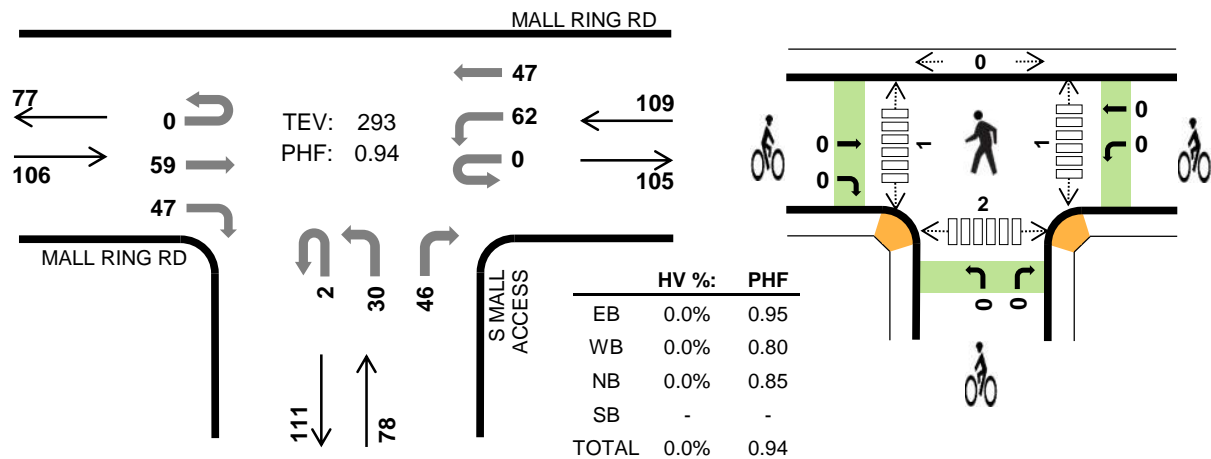


Peak Hour

Date: 05-04-2021

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



## Two-Hour Count Summaries

Interval Start		MALL RING RD				MALL RING RD				S MALL ACCESS				0				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	6	10	0	12	16	0	0	4	0	8	0	0	0	0	56	0
4:15 PM		0	0	10	12	0	9	13	0	0	11	0	11	0	0	0	0	66	0
4:30 PM		0	0	15	13	0	17	17	0	1	8	0	7	0	0	0	0	78	0
4:45 PM		0	0	12	14	0	20	9	0	1	7	0	15	0	0	0	0	78	278
5:00 PM		0	0	18	8	0	11	8	0	0	11	0	12	0	0	0	0	68	290
5:15 PM		0	0	14	12	0	14	13	0	0	4	0	12	0	0	0	0	69	293
5:30 PM		0	0	12	11	0	12	12	0	0	6	0	7	0	0	0	0	60	275
5:45 PM		0	0	21	12	0	11	10	0	0	4	0	12	0	0	0	0	70	267
Count Total		0	0	108	92	0	106	98	0	2	55	0	84	0	0	0	0	545	0
Peak Hour	All	0	0	59	47	0	62	47	0	2	30	0	46	0	0	0	0	293	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	0%	0%	-	0%	0%	-	0%	0%	-	0%	-	-	-	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	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	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	1	0	0	0	0	0	1	1	0	2	4
Peak Hr	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4

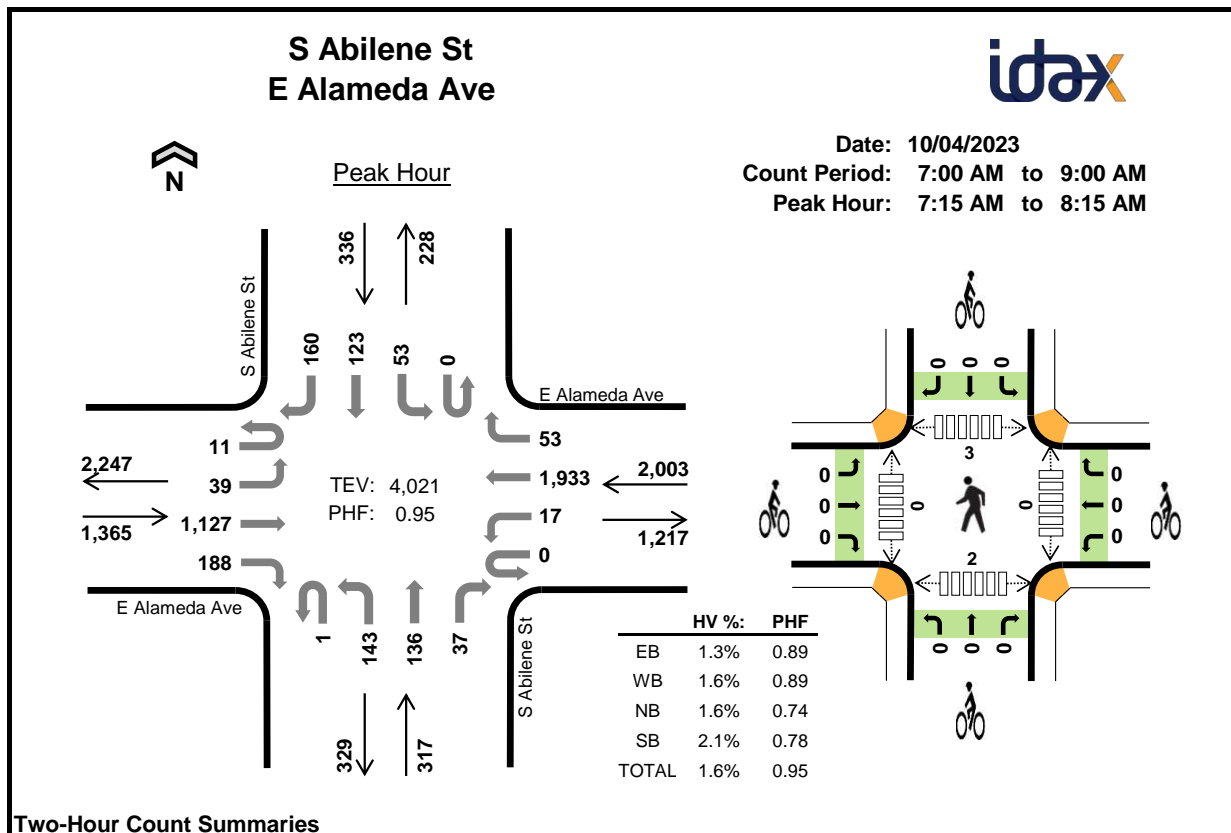
**Two-Hour Count Summaries - Heavy Vehicles**

Interval Start	MALL RING RD				MALL RING RD				S MALL ACCESS				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Two-Hour Count Summaries - Bikes**

Interval Start	MALL RING RD			MALL RING RD			S MALL ACCESS			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	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	0	0
4:30 PM	0	0	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	0	0
5:00 PM	0	0	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	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		E Alameda Ave				E Alameda Ave				S Abilene St				S Abilene St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		1	7	223	29	0	3	444	12	0	24	24	1	0	7	8	37	820	0
7:15 AM		5	9	237	31	0	1	554	10	1	32	25	5	0	11	21	36	978	0
7:30 AM		5	7	273	49	0	6	503	21	0	32	42	8	0	8	20	51	1,025	0
7:45 AM		1	9	315	59	0	5	443	11	0	47	43	17	0	18	53	37	1,058	3,881
8:00 AM		0	14	302	49	0	5	433	11	0	32	26	7	0	16	29	36	960	4,021
8:15 AM		4	19	260	41	0	2	392	9	0	46	23	9	0	10	20	33	868	3,911
8:30 AM		2	20	225	43	0	4	376	11	0	52	16	4	0	14	29	39	835	3,721
8:45 AM		1	12	242	48	1	3	320	10	0	41	19	9	0	13	21	40	780	3,443
Count Total		19	97	2,077	349	1	29	3,465	95	1	306	218	60	0	97	201	309	7,324	0
Peak Hour	All	11	39	1,127	188	0	17	1,933	53	1	143	136	37	0	53	123	160	4,021	0
	HV	0	0	13	5	0	0	31	2	0	4	1	0	0	2	0	5	63	0
	HV%	0%	0%	1%	3%	-	0%	2%	4%	0%	3%	1%	0%	-	4%	0%	3%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	7	4	1	2	14	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	7	2	2	12	0	0	0	0	0	0	0	1	1	2
7:30 AM	6	6	1	2	15	0	0	0	0	0	0	0	1	1	2
7:45 AM	4	10	0	2	16	0	0	0	0	0	0	0	0	0	0
8:00 AM	7	10	2	1	20	0	0	0	0	0	0	0	1	0	1
8:15 AM	8	8	2	4	22	0	0	0	0	0	0	0	2	0	2
8:30 AM	10	6	2	1	19	0	0	0	0	0	0	0	1	0	1
8:45 AM	11	5	0	2	18	0	0	0	0	0	0	1	0	0	1
Count Total	54	56	10	16	136	0	0	0	0	0	0	1	6	2	9
Peak Hour	18	33	5	7	63	0	0	0	0	0	0	0	3	2	5

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	E Alameda Ave				E Alameda Ave				S Abilene St				S Abilene St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	5	2	0	0	3	1	0	1	0	0	0	0	0	0	2	14	0
7:15 AM	0	0	1	0	0	0	7	0	0	2	0	0	0	0	1	0	1	12	0
7:30 AM	0	0	5	1	0	0	5	1	0	1	0	0	0	0	0	0	2	15	0
7:45 AM	0	0	3	1	0	0	10	0	0	0	0	0	0	0	0	0	2	16	57
8:00 AM	0	0	4	3	0	0	9	1	0	1	1	0	0	0	1	0	0	20	63
8:15 AM	0	1	7	0	0	0	7	1	0	2	0	0	0	0	1	0	3	22	73
8:30 AM	0	0	10	0	0	0	4	2	0	2	0	0	0	0	1	0	0	19	77
8:45 AM	0	0	11	0	0	0	5	0	0	0	0	0	0	0	2	0	0	18	79
Count Total	0	1	46	7	0	0	50	6	0	9	1	0	0	0	6	0	10	136	0
Peak Hour	0	0	13	5	0	0	31	2	0	4	1	0	0	0	2	0	5	63	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E Alameda Ave			E Alameda Ave			S Abilene St			S Abilene St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	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	0	0	0	0	
7:30 AM	0	0	0	0	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	0	0	0	0	
8:00 AM	0	0	0	0	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	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S Abilene St E Alameda Ave

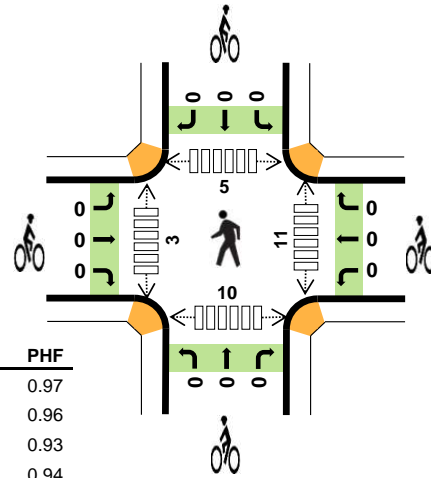
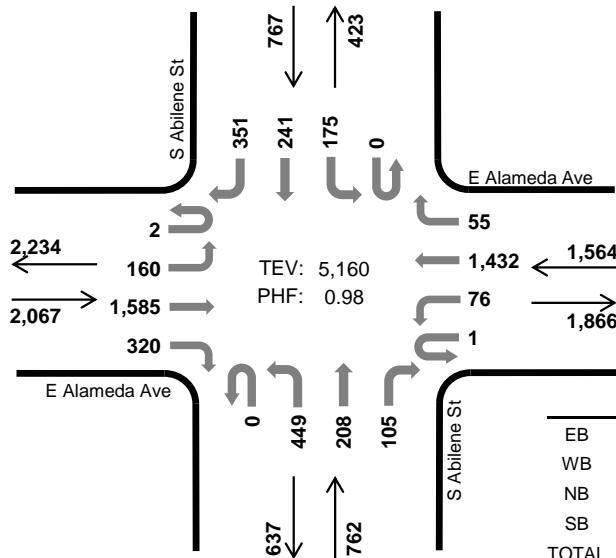


Peak Hour

Date: 10/04/2023

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.9%	0.97
WB	0.8%	0.96
NB	0.7%	0.93
SB	1.2%	0.94
TOTAL	0.9%	0.98

## Two-Hour Count Summaries

Interval Start		E Alameda Ave				E Alameda Ave				S Abilene St				S Abilene St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	42	361	73	0	8	361	14	0	135	59	16	0	45	54	65	1,233	0
4:15 PM		1	47	389	77	1	9	403	8	0	117	54	27	0	43	68	72	1,316	0
4:30 PM		4	41	392	94	0	16	396	10	0	86	34	16	0	29	50	82	1,250	0
4:45 PM		2	51	376	70	0	15	361	6	0	129	60	15	0	45	67	77	1,274	5,073
5:00 PM		1	45	380	69	1	27	341	14	0	113	62	29	0	44	62	79	1,267	5,107
5:15 PM		0	38	414	75	0	14	356	19	0	104	50	24	0	51	49	87	1,281	5,072
5:30 PM		1	44	398	89	0	17	376	14	0	112	53	22	0	39	61	90	1,316	5,138
5:45 PM		0	33	393	87	0	18	359	8	0	120	43	30	0	41	69	95	1,296	5,160
Count Total		9	341	3,103	634	2	124	2,953	93	0	916	415	179	0	337	480	647	10,233	0
Peak Hour	All	2	160	1,585	320	1	76	1,432	55	0	449	208	105	0	175	241	351	5,160	0
	HV	0	1	16	1	0	0	11	2	0	5	0	0	0	4	0	5	45	0
	HV%	0%	1%	1%	0%	0%	0%	1%	4%	-	1%	0%	0%	-	2%	0%	1%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

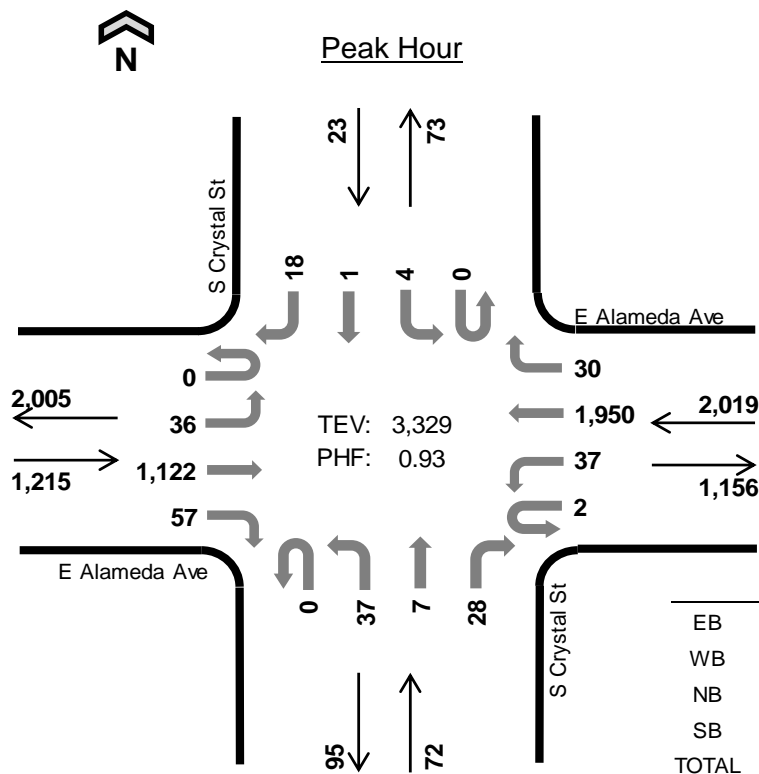
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	7	10	0	2	19	0	0	0	1	1	0	0	3	2	5
4:15 PM	2	15	2	3	22	0	0	0	0	0	1	0	1	1	3
4:30 PM	4	2	0	1	7	0	0	0	0	0	4	0	2	2	8
4:45 PM	5	7	0	1	13	0	0	0	0	0	1	1	1	6	9
5:00 PM	5	2	1	4	12	0	0	0	0	0	4	0	3	3	10
5:15 PM	7	3	2	1	13	0	0	0	0	0	1	0	2	1	4
5:30 PM	5	2	2	2	11	0	0	0	0	0	3	0	0	1	4
5:45 PM	1	6	0	2	9	0	0	0	0	0	3	3	0	5	11
Count Total	36	47	7	16	106	0	0	0	1	1	17	4	12	21	54
Peak Hour	18	13	5	9	45	0	0	0	0	0	11	3	5	10	29

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Alameda Ave				E Alameda Ave				S Abilene St				S Abilene St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	6	1	0	0	9	1	0	0	0	0	0	0	0	2	19	0
4:15 PM	0	0	2	0	0	0	15	0	0	2	0	0	0	0	1	0	22	0
4:30 PM	0	1	3	0	0	0	1	1	0	0	0	0	0	0	0	0	7	0
4:45 PM	0	0	4	1	0	0	7	0	0	0	0	0	0	0	0	0	13	61
5:00 PM	0	0	5	0	0	0	2	0	0	1	0	0	0	0	2	0	12	54
5:15 PM	0	0	6	1	0	0	2	1	0	2	0	0	0	0	0	0	13	45
5:30 PM	0	1	4	0	0	0	2	0	0	2	0	0	0	0	0	2	11	49
5:45 PM	0	0	1	0	0	0	5	1	0	0	0	0	0	0	2	0	9	45
Count Total	0	2	31	3	0	0	43	4	0	7	0	0	0	0	5	0	106	0
Peak Hour	0	1	16	1	0	0	11	2	0	5	0	0	0	0	4	0	45	0

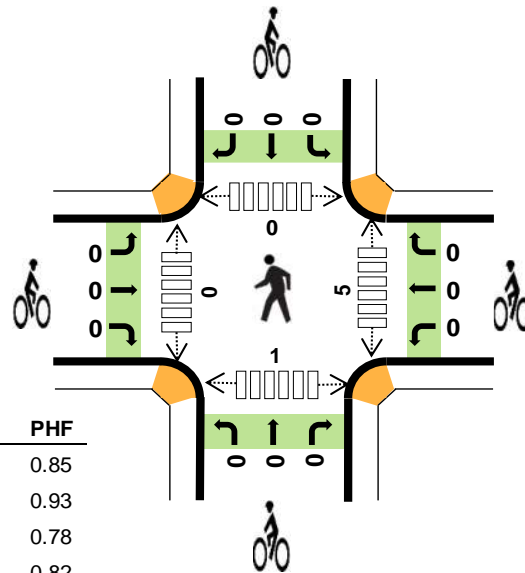
Two-Hour Count Summaries - Bikes																		
Interval Start	E Alameda Ave			E Alameda Ave			S Abilene St			S Abilene St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0				
4:15 PM	0	0	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	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:00 PM	0	0	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	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S Crystal St E Alameda Ave



Date: 10/04/2023  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 7:15 AM to 8:15 AM



	HV %	PHF
EB	1.2%	0.85
WB	1.6%	0.93
NB	0.0%	0.78
SB	0.0%	0.82
TOTAL	1.4%	0.93

## Count Summaries

Interval Start		E Alameda Ave				E Alameda Ave				S Crystal St				S Crystal St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	213	4	0	6	450	4	0	1	0	4	0	0	0	1	685	0
7:15 AM		0	3	226	12	0	10	525	9	0	8	2	4	0	1	0	4	804	0
7:30 AM		0	10	279	12	2	5	504	8	0	7	3	9	0	1	0	6	846	0
7:45 AM		0	16	324	19	0	7	507	5	0	9	2	5	0	2	1	2	899	3,234
8:00 AM		0	7	293	14	0	15	414	8	0	13	0	10	0	0	0	6	780	3,329
8:15 AM		0	5	272	21	0	15	363	8	0	13	0	6	0	2	0	2	707	3,232
8:30 AM		0	10	211	7	0	14	383	7	0	11	2	15	0	3	1	5	669	3,055
8:45 AM		0	14	239	24	1	14	324	14	1	12	1	10	0	2	1	4	661	2,817
Count Total		0	67	2,057	113	3	86	3,470	63	1	74	10	63	0	11	3	30	6,051	0
Peak Hour	All	0	36	1,122	57	2	37	1,950	30	0	37	7	28	0	4	1	18	3,329	0
	HV	0	1	13	0	0	1	31	1	0	0	0	0	0	0	0	0	47	0
	HV%	-	3%	1%	0%	0%	3%	2%	3%	-	0%	0%	0%	-	0%	0%	0%	1%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	4	0	0	10	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	7	0	0	8	0	0	0	0	0	1	0	0	1	2
7:30 AM	7	3	0	0	10	0	0	0	0	0	1	0	0	0	1
7:45 AM	1	10	0	0	11	0	0	0	0	0	3	0	0	0	3
8:00 AM	5	13	0	0	18	0	0	0	0	0	0	0	0	0	0
8:15 AM	9	7	0	0	16	0	0	0	0	0	0	0	2	0	2
8:30 AM	9	7	0	0	16	0	0	0	0	0	0	0	0	0	0
8:45 AM	14	4	0	0	18	0	0	0	0	0	0	0	1	0	1
Count Total	52	55	0	0	107	0	0	0	0	0	5	0	3	1	9
Peak Hour	14	33	0	0	47	0	0	0	0	0	5	0	0	1	6



**Count Summaries - Heavy Vehicles**

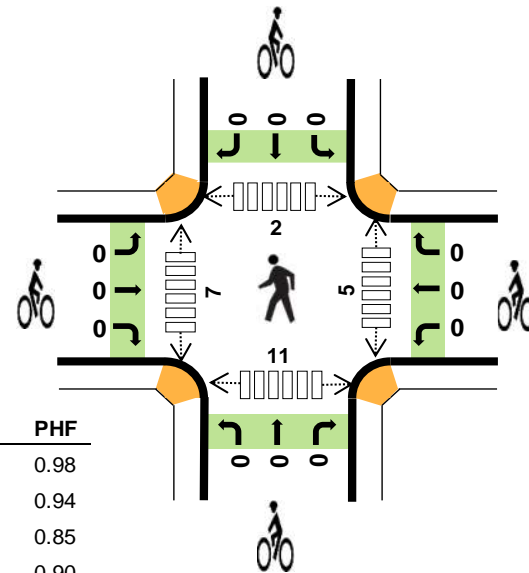
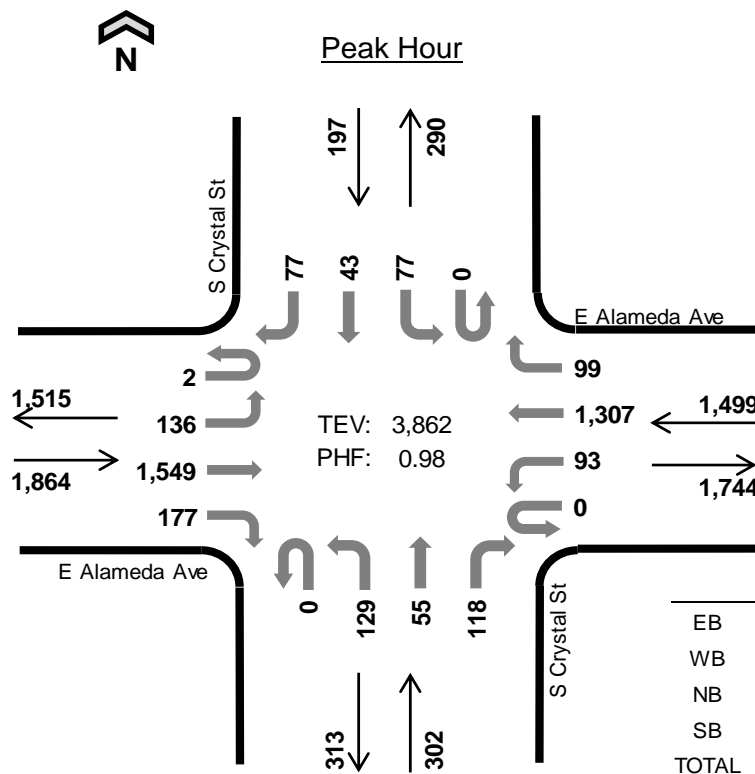
Interval Start	E Alameda Ave				E Alameda Ave				S Crystal St				S Crystal St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	10	0
7:15 AM	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	8	0
7:30 AM	0	1	6	0	0	0	3	0	0	0	0	0	0	0	0	0	10	0
7:45 AM	0	0	1	0	0	0	10	0	0	0	0	0	0	0	0	0	11	39
8:00 AM	0	0	5	0	0	1	11	1	0	0	0	0	0	0	0	0	18	47
8:15 AM	0	0	9	0	0	0	7	0	0	0	0	0	0	0	0	0	16	55
8:30 AM	0	0	8	1	0	0	7	0	0	0	0	0	0	0	0	0	16	61
8:45 AM	0	0	13	1	0	0	4	0	0	0	0	0	0	0	0	0	18	68
Count Total	0	1	49	2	0	1	53	1	0	0	0	0	0	0	0	0	107	0
Peak Hour	0	1	13	0	0	1	31	1	0	0	0	0	0	0	0	0	47	0

**Count Summaries - Bikes**

Interval Start	E Alameda Ave			E Alameda Ave			S Crystal St			S Crystal St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	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	0	0
7:30 AM	0	0	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	0	0
8:00 AM	0	0	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	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S Crystal St E Alameda Ave



	HV %	PHF
EB	1.1%	0.98
WB	1.1%	0.94
NB	0.0%	0.85
SB	0.0%	0.90
TOTAL	1.0%	0.98

## Count Summaries

Interval Start		E Alameda Ave				E Alameda Ave				S Crystal St				S Crystal St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	23	356	24	0	19	346	25	0	28	14	28	0	18	7	10	898	0
4:15 PM		0	27	398	39	0	22	372	31	0	28	16	22	0	25	9	14	1,003	0
4:30 PM		0	35	380	35	2	29	374	14	0	23	10	28	0	23	9	12	974	0
4:45 PM		0	34	367	37	1	27	324	25	0	24	18	29	0	26	9	11	932	3,807
5:00 PM		1	40	363	48	0	18	326	34	0	29	13	24	0	14	12	16	938	3,847
5:15 PM		0	36	397	43	0	25	336	19	0	28	12	31	0	23	14	14	978	3,822
5:30 PM		0	27	396	37	0	29	346	23	0	30	15	31	0	21	6	28	989	3,837
5:45 PM		1	33	393	49	0	21	299	23	0	42	15	32	0	19	11	19	957	3,862
Count Total		2	255	3,050	312	3	190	2,723	194	0	232	113	225	0	169	77	124	7,669	0
Peak Hour	All	2	136	1,549	177	0	93	1,307	99	0	129	55	118	0	77	43	77	3,862	0
	HV	0	1	19	0	0	0	17	0	0	0	0	0	0	0	0	0	37	0
	HV%	0%	1%	1%	0%	-	0%	1%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	9	0	0	14	0	0	0	0	0	0	3	1	3	7
4:15 PM	4	15	1	0	20	0	0	0	0	0	3	2	4	0	9
4:30 PM	4	3	0	0	7	0	0	0	0	0	2	4	0	7	13
4:45 PM	3	7	0	0	10	0	0	0	0	0	1	4	1	1	7
5:00 PM	5	4	0	0	9	0	0	0	0	0	0	0	0	2	2
5:15 PM	7	2	0	0	9	0	0	0	0	0	1	5	2	3	11
5:30 PM	4	4	0	0	8	0	0	0	0	0	4	0	0	1	5
5:45 PM	4	7	0	0	11	0	0	0	0	0	0	2	0	5	7
Count Total	36	51	1	0	88	0	0	0	0	0	11	20	8	22	61
Peak Hour	20	17	0	0	37	0	0	0	0	0	5	7	2	11	25

**Count Summaries - Heavy Vehicles**

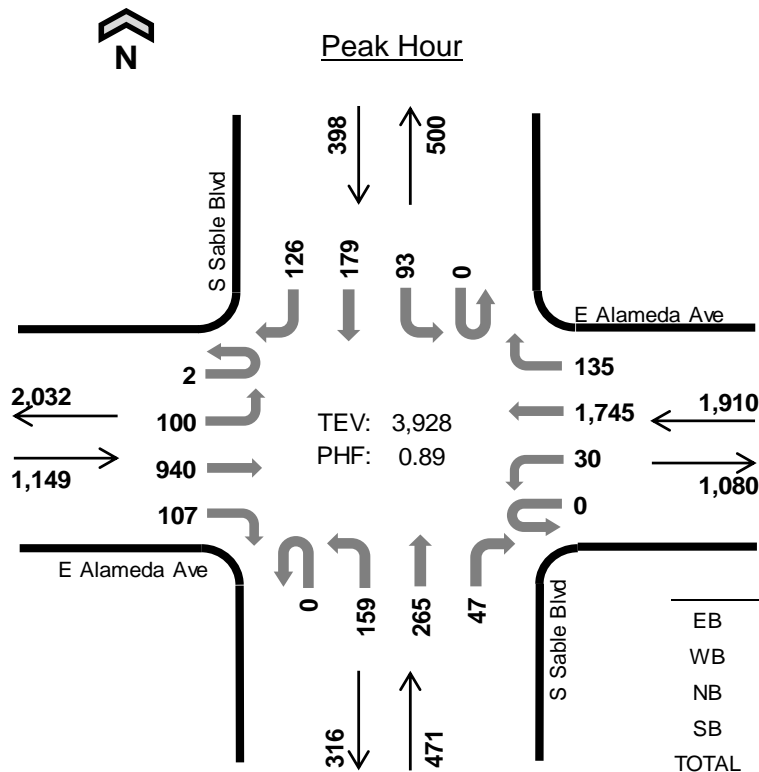
Interval Start	E Alameda Ave				E Alameda Ave				S Crystal St				S Crystal St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0	14	0
4:15 PM	0	0	4	0	0	0	15	0	0	0	0	1	0	0	0	0	20	0
4:30 PM	0	0	3	1	0	0	2	1	0	0	0	0	0	0	0	0	7	0
4:45 PM	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	10	51
5:00 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	46
5:15 PM	0	1	6	0	0	0	2	0	0	0	0	0	0	0	0	0	9	35
5:30 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8	36
5:45 PM	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	11	37
Count Total	0	1	34	1	0	0	50	1	0	0	0	1	0	0	0	0	88	0
Peak Hour	0	1	19	0	0	0	17	0	0	0	0	0	0	0	0	0	37	0

**Count Summaries - Bikes**

Interval Start	E Alameda Ave			E Alameda Ave			S Crystal St			S Crystal St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	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	0	0
4:30 PM	0	0	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	0	0
5:00 PM	0	0	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	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S Sable Blvd E Alameda Ave



## Count Summaries

Interval Start		E Alameda Ave				E Alameda Ave				S Sable Blvd				S Sable Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	16	191	21	0	3	380	12	0	41	31	13	0	24	35	37	804	0
7:15 AM		1	14	201	19	0	2	428	26	0	32	54	10	0	14	32	34	867	0
7:30 AM		0	16	213	23	0	2	475	37	0	57	77	12	0	27	50	32	1,021	0
7:45 AM		0	31	265	37	0	13	454	38	0	40	99	15	0	30	48	28	1,098	3,790
8:00 AM		1	39	261	28	0	13	388	34	0	30	35	10	0	22	49	32	942	3,928
8:15 AM		0	25	232	25	0	8	346	19	0	32	47	7	0	31	50	31	853	3,914
8:30 AM		0	21	204	24	0	2	346	33	0	27	44	6	0	18	44	27	796	3,689
8:45 AM		0	25	179	21	0	6	307	34	0	30	52	7	0	23	29	27	740	3,331
Count Total		2	187	1,746	198	0	49	3,124	233	0	289	439	80	0	189	337	248	7,121	0
Peak Hour	All	2	100	940	107	0	30	1,745	135	0	159	265	47	0	93	179	126	3,928	0
	HV	0	1	9	4	0	0	31	1	0	4	5	0	0	0	6	3	64	0
	HV%	0%	1%	1%	4%	-	0%	2%	1%	-	3%	2%	0%	-	0%	3%	2%	2%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	0	5	2	13	0	0	0	0	0	2	1	0	0	3
7:15 AM	0	7	2	2	11	0	0	0	0	0	3	4	3	1	11
7:30 AM	4	3	3	1	11	0	0	0	0	0	2	1	2	0	5
7:45 AM	3	11	2	0	16	0	0	0	0	0	5	0	4	0	9
8:00 AM	7	11	2	6	26	0	0	0	0	0	1	3	1	0	5
8:15 AM	10	5	4	3	22	0	0	0	0	0	1	3	2	1	7
8:30 AM	9	6	5	3	23	0	0	0	0	0	1	2	1	1	5
8:45 AM	11	2	3	3	19	0	0	0	0	0	4	0	2	0	6
Count Total	50	45	26	20	141	0	0	0	0	0	19	14	15	3	51
Peak Hour	14	32	9	9	64	0	0	0	0	0	11	8	10	1	30

**Count Summaries - Heavy Vehicles**

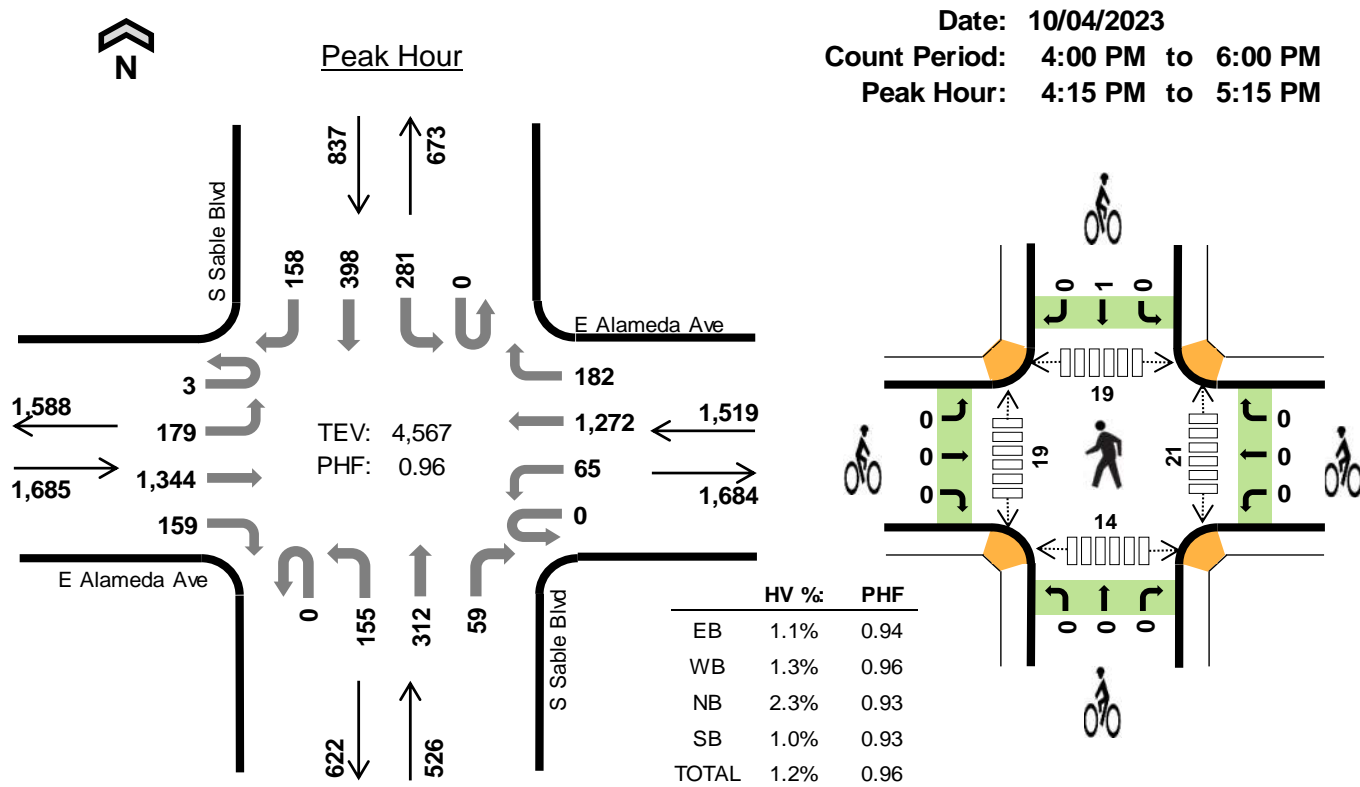
Interval Start	E Alameda Ave				E Alameda Ave				S Sable Blvd				S Sable Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	2	0	0	0	0	0	3	2	0	0	0	2	0	13	0
7:15 AM	0	0	0	0	0	0	7	0	0	1	1	0	0	0	2	0	11	0
7:30 AM	0	0	2	2	0	0	3	0	0	1	2	0	0	0	1	0	11	0
7:45 AM	0	0	3	0	0	0	11	0	0	0	2	0	0	0	0	0	16	51
8:00 AM	0	1	4	2	0	0	10	1	0	2	0	0	0	0	3	3	26	64
8:15 AM	0	2	8	0	0	0	5	0	0	1	3	0	0	2	1	0	22	75
8:30 AM	0	0	6	3	0	0	6	0	0	2	3	0	0	1	2	0	23	87
8:45 AM	0	1	8	2	0	0	2	0	0	1	2	0	0	1	2	0	19	90
Count Total	0	4	35	11	0	0	44	1	0	11	15	0	0	4	13	3	141	0
Peak Hour	0	1	9	4	0	0	31	1	0	4	5	0	0	0	6	3	64	0

**Count Summaries - Bikes**

Interval Start	E Alameda Ave			E Alameda Ave			S Sable Blvd			S Sable Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	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	0	0
7:30 AM	0	0	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	0	0
8:00 AM	0	0	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	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# S Sable Blvd E Alameda Ave



## Count Summaries

Interval Start		E Alameda Ave				E Alameda Ave				S Sable Blvd				S Sable Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	38	346	37	0	10	352	57	0	23	62	14	0	68	87	34	1,128	0
4:15 PM		0	49	354	40	0	14	335	46	0	34	91	16	0	63	103	44	1,189	0
4:30 PM		1	47	330	39	0	20	303	39	0	33	83	14	0	72	97	41	1,119	0
4:45 PM		0	34	304	37	0	15	322	33	0	47	70	11	0	76	111	39	1,099	4,535
5:00 PM		2	49	356	43	0	16	312	64	0	41	68	18	0	70	87	34	1,160	4,567
5:15 PM		1	45	355	52	0	12	294	42	0	40	81	10	0	55	98	32	1,117	4,495
5:30 PM		2	58	350	39	0	12	328	53	0	22	63	10	0	68	99	41	1,145	4,521
5:45 PM		1	56	338	42	1	15	262	33	0	31	84	18	0	70	90	29	1,070	4,492
Count Total		7	376	2,733	329	1	114	2,508	367	0	271	602	111	0	542	772	294	9,027	0
Peak Hour	All	3	179	1,344	159	0	65	1,272	182	0	155	312	59	0	281	398	158	4,567	0
	HV	0	2	12	4	0	0	17	2	0	6	5	1	0	1	6	1	57	0
	HV%	0%	1%	1%	3%	-	0%	1%	1%	-	4%	2%	2%	-	0%	2%	1%	1%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	9	2	2	18	0	0	0	0	0	5	4	2	3	14
4:15 PM	7	10	4	2	23	0	0	0	1	1	3	7	2	4	16
4:30 PM	2	2	3	1	8	0	0	0	0	0	5	2	1	6	14
4:45 PM	3	7	1	3	14	0	0	0	0	0	8	3	5	1	17
5:00 PM	6	0	4	2	12	0	0	0	0	0	5	7	11	3	26
5:15 PM	6	2	0	0	8	0	0	0	0	0	3	4	2	0	9
5:30 PM	4	3	3	3	13	0	0	0	0	0	3	4	2	2	11
5:45 PM	3	6	2	0	11	0	0	0	0	0	4	1	2	1	8
Count Total	36	39	19	13	107	0	0	0	1	1	36	32	27	20	115
Peak Hour	18	19	12	8	57	0	0	0	1	1	21	19	19	14	73

**Count Summaries - Heavy Vehicles**

Interval Start	E Alameda Ave				E Alameda Ave				S Sable Blvd				S Sable Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	4	1	0	0	8	1	0	2	0	0	0	1	1	0	18	0
4:15 PM	0	0	5	2	0	0	9	1	0	0	3	1	0	0	1	1	23	0
4:30 PM	0	0	2	0	0	0	1	1	0	2	1	0	0	0	1	0	8	0
4:45 PM	0	0	3	0	0	0	7	0	0	1	0	0	0	1	2	0	14	63
5:00 PM	0	2	2	2	0	0	0	0	0	3	1	0	0	0	2	0	12	57
5:15 PM	0	1	3	2	0	0	2	0	0	0	0	0	0	0	0	0	8	42
5:30 PM	0	0	4	0	0	0	3	0	0	2	1	0	0	0	2	1	13	47
5:45 PM	0	0	2	1	0	0	5	1	0	1	1	0	0	0	0	0	11	44
Count Total	0	3	25	8	0	0	35	4	0	11	7	1	0	2	9	2	107	0
Peak Hour	0	2	12	4	0	0	17	2	0	6	5	1	0	1	6	1	57	0

**Count Summaries - Bikes**

Interval Start	E Alameda Ave			E Alameda Ave			S Sable Blvd			S Sable Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	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	1	0	1	0
4:30 PM	0	0	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	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	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	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



# APPENDIX B

## DRCOG Traffic Projections

DRCOG Growth Rate: Aurora Town Center

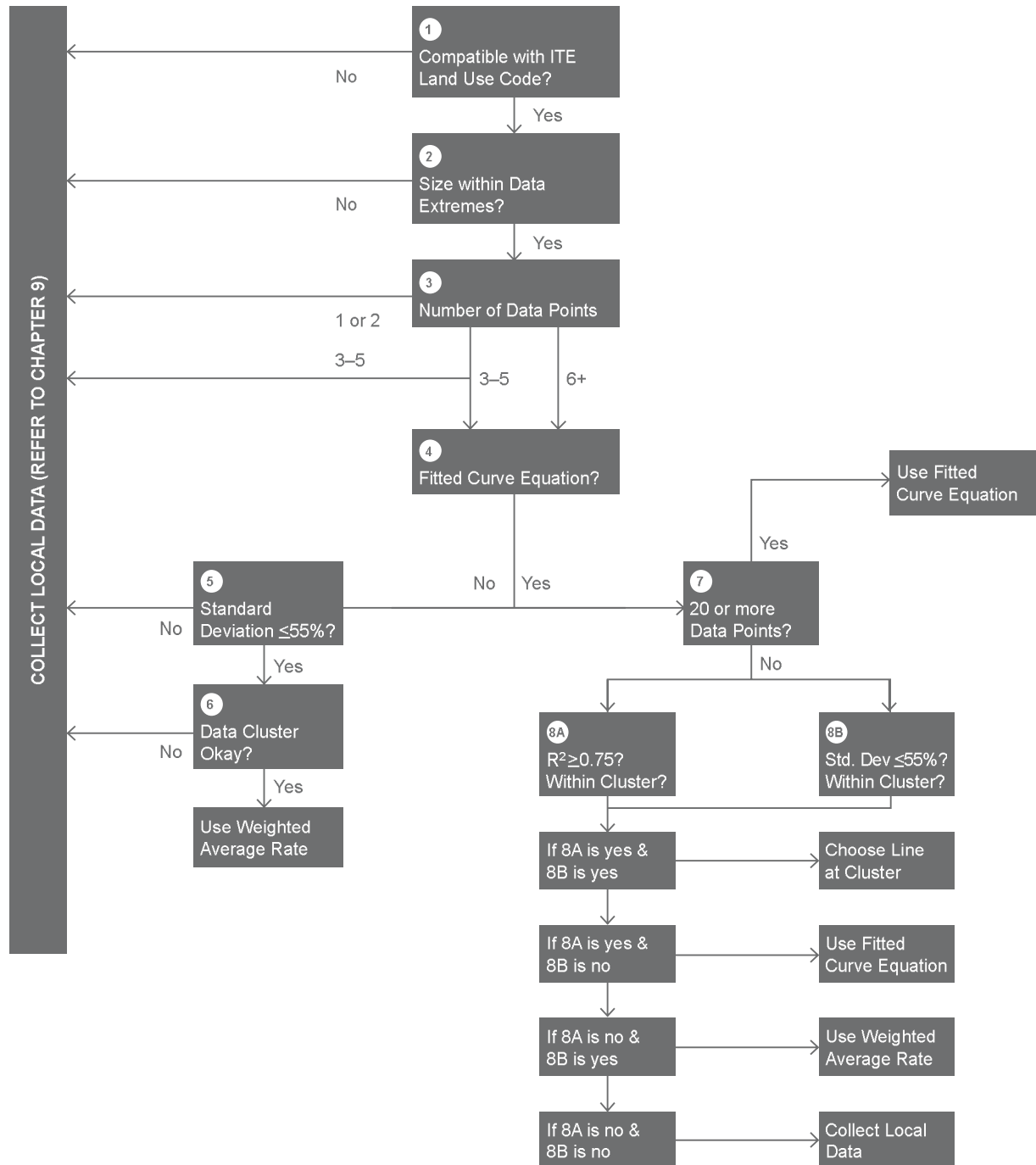
Location	2015	2040	Growth Rate
Alameda E/O I-225	51000	69000	1.22%
Sable N/O Alameda	11000	20000	2.42%
Sable S/O Alameda	13000	23000	2.31%
			1.98%



# APPENDIX C

## Trip Generation Worksheets

**Figure 4.2 Process for Selecting Average Rate or Equation  
in *Trip Generation Manual* Data**



Project Town Center at Aurora  
 Subject Trip Generation for Multifamily Housing (Mid-Rise)  
 Designed by MAG Date October 10, 2023 Job No. 096829000  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. \_\_\_\_\_ of \_\_\_\_\_

## **TRIP GENERATION MANUAL TECHNIQUES**

ITE Trip Generation Manual 11th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independent Variable - Dwelling Units (X)

$$X = 256$$

T = Average Vehicle Trip Ends

### **Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 275)**

(T) = 0.44 (X) - 11.61	Directional Distribution:	23% ent.	77% exit.
(T) = 0.44 * (256.0) - 11.61	T = 102	Average Vehicle Trip Ends	
	23 entering	79 exiting	
	23 + 79 = 102		

### **Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 276)**

(T) = 0.39 (X) + 0.34	Directional Distribution:	61% ent.	39% exit.
(T) = 0.39 * (256.0) + 0.34	T = 102	Average Vehicle Trip Ends	
	62 entering	40 exiting	
	62 + 40 = 102		

### **Weekday (200 Series Page 274)**

(T) = 4.77 (X) - 46.46	Directional Distribution:	50% ent.	50% exit.
(T) = 4.77 * (256.0) - 46.46	T = 1176	Average Vehicle Trip Ends	
	588 entering	588 exiting	
	588 + 588 = 1176		

Project Town Center at Aurora  
 Subject Trip Generation for Multifamily Housing (Mid-Rise) - Close to Rail Transit  
 Designed by MAG Date October 10, 2023 Job No. 096829000  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. \_\_\_\_\_ of \_\_\_\_\_

## **TRIP GENERATION MANUAL TECHNIQUES**

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221) - Close to Rail Transit

Independent Variable - Dwelling Units (X)

$$X = 256$$

T = Average Vehicle Trip Ends

### **Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 297)**

Average Weekday

$$(T) = 0.32 (X)$$

$$(T) = 0.32 * (256.0)$$

Directional Distribution: 36% ent. 64% exit.

$$T = 82 \text{ Average Vehicle Trip Ends}$$

$$30 \text{ entering} \quad 52 \text{ exiting}$$

$$30 + 52 = 82$$

### **Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 298)**

Average Weekday

$$(T) = 0.29(X)$$

$$(T) = 0.29 * (256.0)$$

Directional Distribution: 65% ent. 35% exit.

$$T = 74 \text{ Average Vehicle Trip Ends}$$

$$48 \text{ entering} \quad 26 \text{ exiting}$$

$$48 + 26 = 74$$

### **Weekday (200 Series Page 296)**

Average Weekday

$$(T) = 4.75 (X)$$

$$(T) = 4.75 * (256.0)$$

Directional Distribution: 50% entering, 50% exiting

$$T = 1216 \text{ Average Vehicle Trip Ends}$$

$$608 \text{ entering} \quad 608 \text{ exiting}$$

$$608 + 608 = 1216$$

Project Town Center at Aurora  
 Subject Trip Generation for Hotel  
 Designed by MAG Date October 10, 2023 Job No. 096829000  
 Checked by \_\_\_\_\_ Sheet No. 1 of 1

## TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Fitted Curve

Land Use Code - Hotel (310)

Independent Variable - Rooms (X)

$$X = 119$$

T = Average Vehicle Trip Ends

### Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 501)

(T) = 0.50 (X) - 7.45	Directional Distribution: 56% ent. 44% exit.
(T) = 0.50 * (119.0) - 7.45	T = 52 Average Vehicle Trip Ends
	29 entering 23 exiting
	29 + 23 = 52

### Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Page 502)

T = 0.74 (X) - 27.89	Directional Distribution: 51% ent. 49% exit.
T = 0.74 * 119 - 27.89	T = 60 Average Vehicle Trip Ends
	31 entering 29 exiting
	31 + 29 = 60

### Weekday (Page 500)

Average Weekday	Directional Distribution: 50% entering, 50% exiting
(T) = 10.84 (X) - 423.51	T = 866 Average Vehicle Trip Ends
(T) = 10.84 * (119.0) - 423.51	433 entering 433 exiting
	433 + 433 = 866



Project Town Center at Aurora  
 Subject Trip Generation for High Turnover Sit-Down Restaurant  
 Designed by MAG Date October 10, 2023 Job No. 96829000  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. \_\_\_\_\_ of \_\_\_\_\_

## **TRIP GENERATION MANUAL TECHNIQUES**

ITE Trip Generation Manual 11th Edition, Average Rates

Land Use Code - High Turnover Sit-Down Restaurant (932)

Independent Variable - 1000 Square Feet (X)

SF = 21,975

X = 21.975

T = Average Vehicle Trip Ends

### **Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 674)**

(T) = 9.57 (X)

(T) = 9.57 \* (22.0)

Directional Distribution: 55% ent. 45% exit.

T = 210 Average Vehicle Trip Ends

116 entering 95 exiting

116 + 94 = 210

### **Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 674)**

(T) = 9.05 (X)

(T) = 9.05 \* (22.0)

Directional Distribution: 61% ent. 39% exit.

T = 199 Average Vehicle Trip Ends

121 entering 78 exiting

121 + 78 = 199

### **Weekday (900 Series Page 673)**

(T) = 107.20 (X)

(T) = 107.20 \* (22.0)

Directional Distribution: 50% ent. 50% exit.

T = 2356 Average Vehicle Trip Ends

1178 entering 1178 exiting

1178 + 1178 = 2356

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour  
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY							
GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office						
	Retail						
	Restaurant	1,178	1,178	116	94	121	78
	Cinema/Entertainment						
	Residential	608	608	30	52	48	26
	Hotel	433	433	29	23	31	29
		2,219	2,219	175	169	200	133
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	190	123	12	3	11	13
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	64	134	2	10	8	6
	Hotel	68	65	1	2	6	6
		322	322	15	15	25	25
	% Reduction		14.5%		8.7%		15.0%
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	988	1,055	104	91	110	65
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	544	474	28	42	40	20
	Hotel	365	368	28	21	25	23
		1,897	1,897	160	154	175	108

## DAILY

### GROSS TRIP GENERATION

DAILY	Land Use	Daily	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	1,178	1,178
	Cinema/Entertainment	0	0
	Residential	608	608
	Hotel	433	433
		2,219	2,219

### Estimated Trip Origins within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		24%	34%	0%	2%	0%
	Retail	16%		21%	2%	20%	3%
	Restaurant	17%	28%		4%	11%	5%
	Cinema/Entertainment	1%	11%	16%		4%	1%
	Residential	3%	22%	21%	0%		2%
	Hotel	38%	15%	39%	0%	1%	

### Estimated Trip Destinations within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	13%	1%	2%	0%
	Retail	18%		40%	13%	24%	9%
	Restaurant	22%	29%		16%	11%	38%
	Cinema/Entertainment	3%	2%	2%		2%	1%
	Residential	30%	14%	17%	0%		6%
	Hotel	2%	3%	6%	0%	0%	

### \*\*\* BASED ON EXIT \*\*\*

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	200	324		47	130	59
	Cinema/Entertainment	0	0	0		0	0
	Residential	18	131	125	0		9
	Hotel	162	65	167	0	4	

### \*\*\* BASED ON ENTER \*\*\*

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	147	0	12	0
	Retail	0		465	0	146	37
	Restaurant	0	0		0	64	162
	Cinema/Entertainment	0	0	18		12	2
	Residential	0	0	200	0		26
	Hotel	0	0	65	0	0	

### \*\*\* MINIMUM \*\*\*

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	0	0		0	64	59
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	125	0		9
	Hotel	0	0	65	0	0	

### INTERNAL TRIPS

DAILY	Land Use	Daily	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	190	123
	Cinema/Entertainment	0	0
	Residential	64	134
	Hotel	68	65
		322	322

## A.M. PEAK HOUR

### GROSS TRIP GENERATION

A.M. PEAK	Land Use	A.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	116	94
	Cinema/Entertainment	0	0
	Residential	30	52
	Hotel	29	23
		175	169

Table 6.1 Unconstrained Internal Person Trip Capture Rates  
for Trip Origins within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		28%	63%	0%	1%	0%
	Retail	29%		13%	0%	14%	0%
	Restaurant	31%	14%		0%	4%	3%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	2%	1%	20%	0%		0%
	Hotel	75%	14%	9%	0%	0%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates  
for Trip Destinations within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		32%	23%	0%	0%	0%
	Retail	4%		50%	0%	2%	0%
	Restaurant	14%	8%		0%	5%	4%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	3%	17%	20%	0%		0%
	Hotel	3%	4%	6%	0%	0%	

\*\*\* BASED ON EXIT \*\*\*

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	29	13		0	4	3
	Cinema/Entertainment	0	0	0		0	0
	Residential	1	1	10	0		0
	Hotel	17	3	2	0	0	

\*\*\* BASED ON ENTER \*\*\*

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	27	0	0	0
	Retail	0		58	0	1	0
	Restaurant	0	0		0	2	1
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	23	0		0
	Hotel	0	0	7	0	0	

\*\*\* MINIMUM \*\*\*

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	0	0		0	2	1
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	10	0		0
	Hotel	0	0	2	0	0	

### INTERNAL TRIPS

A.M. PEAK	Land Use	A. M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	12	3
	Cinema/Entertainment	0	0
	Residential	2	10
	Hotel	1	2
		15	15

## P.M. PEAK HOUR

### GROSS TRIP GENERATION

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	121	78
	Cinema/Entertainment	0	0
	Residential	48	26
	Hotel	31	29
		200	133

Table 6.1 Unconstrained Internal Person Trip Capture Rates  
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	4%	0%	2%	0%
	Retail	2%		29%	4%	26%	5%
	Restaurant	3%	41%		8%	18%	7%
	Cinema/Entertainment	2%	21%	31%		8%	2%
	Residential	4%	42%	21%	0%		3%
	Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates  
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		8%	2%	1%	4%	0%
	Retail	31%		29%	26%	46%	17%
	Restaurant	30%	50%		32%	16%	71%
	Cinema/Entertainment	6%	4%	3%		4%	1%
	Residential	57%	10%	14%	0%		12%
	Hotel	0%	2%	5%	0%	0%	

\*\*\* BASED ON EXIT \*\*\*

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	2	32		6	14	5
	Cinema/Entertainment	0	0	0		0	0
	Residential	1	11	5	0		1
	Hotel	0	5	20	0	1	

\*\*\* BASED ON ENTER \*\*\*

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	2	0	2	0
	Retail	0		35	0	22	5
	Restaurant	0	0		0	8	22
	Cinema/Entertainment	0	0	4		2	0
	Residential	0	0	17	0		4
	Hotel	0	0	6	0	0	

\*\*\* MINIMUM \*\*\*

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	0	0		0	8	5
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	5	0		1
	Hotel	0	0	6	0	0	

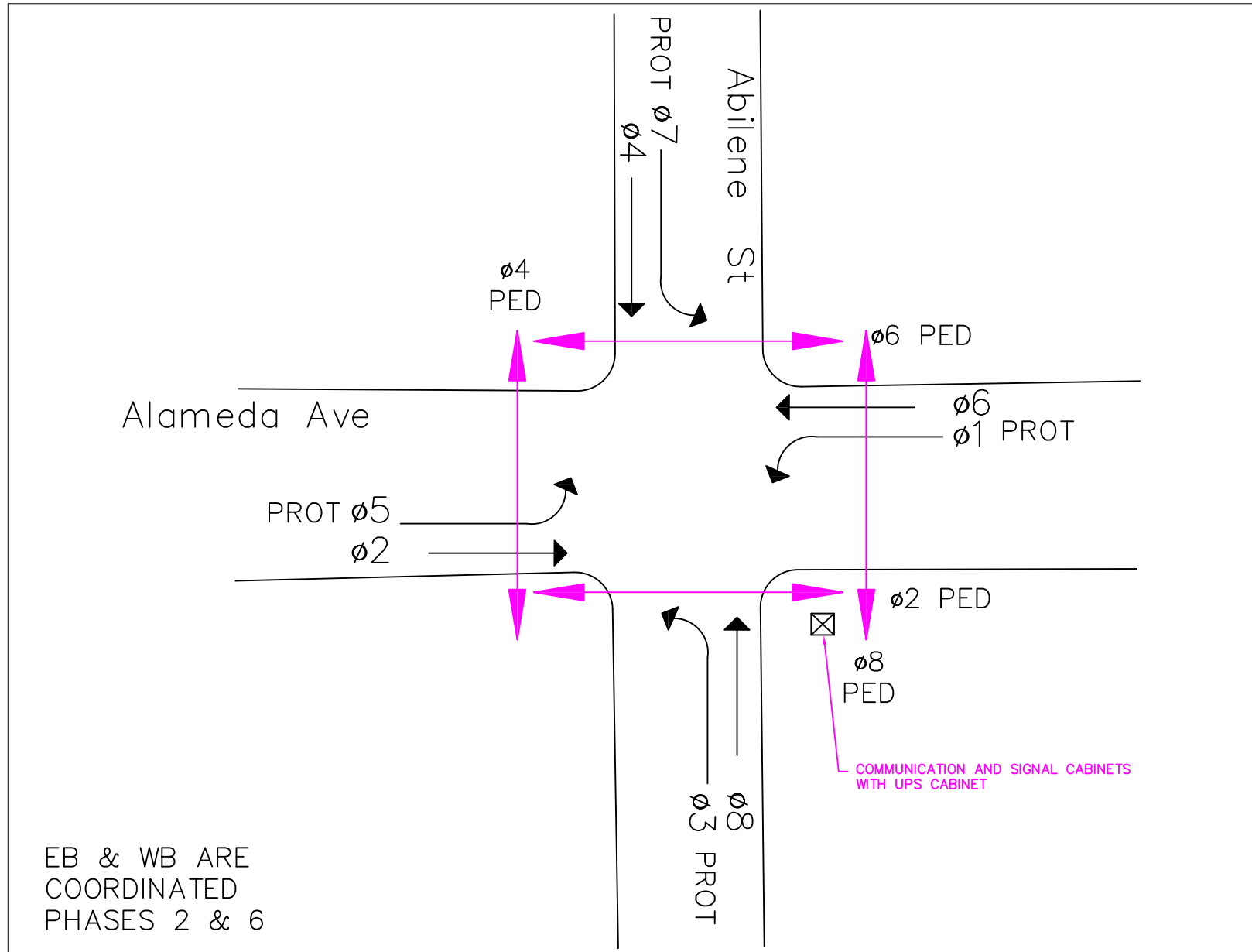
### INTERNAL TRIPS

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	11	13
	Cinema/Entertainment	0	0
	Residential	8	6
	Hotel	6	6
		25	25

# APPENDIX D

## Signal Timing Worksheets

ALAMEDA AVE – ABILENE ST PHASING DIAGRAM  
INTERSECTION #101





## SEPAAC All Data

Date/Time: 2021-06-10 00:00:00

Intersection Name: AlamAbileneM60

Intersection Alias: 101

### Access Data

Access Code	Connection Method	Revision	Address	IP Address	GPS Enabled	GPS Port
9999	Direct IP	5.0.0	0	10.1.24.10	False	8

### Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	2-Red	1-Inact	1-Inact	1-Inact	2-Red	1-Inact	1-Inact	None	None	None	None	None	None	None	None

### Phase Data Bank 1:

### Phase Timing

Phase	Min	Passage	Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green	Yellow	Walk	Walk	Bike	Bike	Walk	Ped	Alt	Alt	Flash	Ext	Actuated
	Green								Delay	Delay	Offset	Offset	Green	Psg		Clr	Walk	Ped	Walk	Ped	Rest in
											Time	Mode						Clr		Clr	Walk
1	3	15	15	0	0	0	30	20	0	0	0	0	0	0	0	0	0	0	False	0	False
2	10	50	40	0	0	0	40	20	0	0	0	0	0	0	5	27	0	0	False	0	False
3	3	15	15	0	0	0	30	20	0	0	0	0	0	0	0	0	0	0	False	0	False
4	5	15	30	0	0	0	40	20	0	0	0	0	0	0	5	37	0	0	False	0	False
5	3	15	15	0	0	0	30	20	0	0	0	0	0	0	0	0	0	0	False	0	False
6	10	50	40	0	0	0	40	20	0	0	0	0	0	0	5	23	0	0	False	0	False
7	3	15	15	0	0	0	30	20	0	0	0	0	0	0	0	0	0	0	False	0	False
8	5	15	30	0	0	0	40	20	0	0	0	0	0	0	5	35	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added	Max	Time	Car	Time	Min	Non-Act	Veh	Recall	Ped	Ped	Non	Dual	Last	Condit	No	Omit	Minus	Omit
	Initial	Initial	B4	B4	to	Gap	Response	Recall	Delay	Recall	Recall	Lock	Entry	Car	Service	Simu		Yel	Call
			Redu	Redu	Redu						Delay			Pass		Gap			
1	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	False	0	0	0
2	30	18	20	0	10	30	False	None	0	None	0	False	True	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	True	True	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	False	0	0	0
6	30	18	20	0	10	30	False	None	0	None	0	False	True	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	True	True	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

### Vehicle Detector Phase Assignment

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added	Initial	Queue	Fail	QLimit
1	2	0	0	0	0	0	0	0	1	1	1		0	255	0
3	5	0	0	0	0	0	0	0	1	1	1		0	255	0

5	4	0	0	0	0	0	0	0	1	1	1	0	255	0
6	4	0	0	0	80	0	0	0	1	1	1	0	255	0
7	7	0	0	0	0	0	0	0	1	1	1	0	255	0
9	6	0	0	0	0	0	0	0	1	1	1	0	255	0
11	1	0	0	0	0	0	0	0	1	1	1	0	255	0
13	8	0	0	0	0	0	0	0	1	1	1	0	255	0
14	8	0	0	0	80	0	0	0	1	1	1	0	255	0
15	3	0	0	0	0	0	0	0	1	1	1	0	255	0

**Pedestrian Detector**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
2	2	1	0	0	0	0	0	0	1	0	0	0	0	0
4	4	1	0	0	0	0	0	0	1	0	0	0	0	0
6	6	1	0	0	0	0	0	0	1	0	0	0	0	0
8	8	1	0	0	0	0	0	0	1	0	0	0	0	0

**Phase Data Bank 2:****Phase Timing**

Phase	Min	Passage	Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green	Yellow	Walk	Walk	Bike	Bike	Walk	Ped	Alt	Alt	Flash	Ext	Actuated
	Green								Delay	Delay	Offset	Offset	Green	Psg		Clr	Walk	Ped	Walk	Ped	Rest in
											Time	Mode								Clr	Walk
1	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
2	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
3	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
4	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
5	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
6	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
7	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
8	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time to Redu	Min Gap	Non-Act Response	Veh Recall	Recall Delay	Ped Recall	Ped Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
2	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
6	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

**Vehicle Detector Phase Assignment**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
---------	--------------	------	--------------	--------	-------	--------	--------	------	------	------	---------------	-------	------	--------

1	1	0	0	0	0	0	0	0	1	1	1	0	255	0
2	2	0	0	0	0	0	0	0	1	1	1	0	255	0
3	3	0	0	0	0	0	0	0	1	1	1	0	255	0
4	4	0	0	0	0	0	0	0	1	1	1	0	255	0
5	5	0	0	0	0	0	0	0	1	1	1	0	255	0
6	6	0	0	0	0	0	0	0	1	1	1	0	255	0
7	7	0	0	0	0	0	0	0	1	1	1	0	255	0
8	8	0	0	0	0	0	0	0	1	1	1	0	255	0

**Pedestrian Detector**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
1	1	1	0	0	0	0	0	0	1	0	0	0	255	0
2	2	1	0	0	0	0	0	0	1	0	0	0	255	0
3	3	1	0	0	0	0	0	0	1	0	0	0	255	0
4	4	1	0	0	0	0	0	0	1	0	0	0	255	0
5	5	1	0	0	0	0	0	0	1	0	0	0	255	0
6	6	1	0	0	0	0	0	0	1	0	0	0	255	0
7	7	1	0	0	0	0	0	0	1	0	0	0	255	0
8	8	1	0	0	0	0	0	0	1	0	0	0	255	0

**Phase Data Bank 3:****Phase Timing**

Phase	Min Green	Passage	Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped	Flash Walk	Ext Ped	Actuated Rest in Walk
1	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
2	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
3	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
4	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
5	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
6	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
7	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
8	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time to Redu	Min Gap	Non-Act Response	Veh Recall	Recall Delay	Ped Recall	Ped Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
2	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
6	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

16	0	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
----	---	---	---	---	---	---	---	-------	------	---	------	---	-------	-------	-------	-------	-------	---	---	---

**Vehicle Detector Phase Assignment**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
1	1	0	0	0	0	0	0	0	1	1	1	0	255	0
2	2	0	0	0	0	0	0	0	1	1	1	0	255	0
3	3	0	0	0	0	0	0	0	1	1	1	0	255	0
4	4	0	0	0	0	0	0	0	1	1	1	0	255	0
5	5	0	0	0	0	0	0	0	1	1	1	0	255	0
6	6	0	0	0	0	0	0	0	1	1	1	0	255	0
7	7	0	0	0	0	0	0	0	1	1	1	0	255	0
8	8	0	0	0	0	0	0	0	1	1	1	0	255	0

**Pedestrian Detector**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
1	1	1	0	0	0	0	0	0	1	0	0	0	255	0
2	2	1	0	0	0	0	0	0	1	0	0	0	255	0
3	3	1	0	0	0	0	0	0	1	0	0	0	255	0
4	4	1	0	0	0	0	0	0	1	0	0	0	255	0
5	5	1	0	0	0	0	0	0	1	0	0	0	255	0
6	6	1	0	0	0	0	0	0	1	0	0	0	255	0
7	7	1	0	0	0	0	0	0	1	0	0	0	255	0
8	8	1	0	0	0	0	0	0	1	0	0	0	255	0

**Phase Data Bank 4:****Phase Timing**

Phase	Min Green	Passage	Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
2	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
3	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
4	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
5	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
6	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
7	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
8	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time to Redu	Min Gap	Non-Act Response	Veh Recall	Recall Delay	Ped Recall	Ped Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
2	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
6	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

6/10/2021	RptAllData_101_20210610_1248.html																		
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

Vehicle Detector Phase Assignment														
Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
1	1	0	0	0	0	0	0	0	1	1	1	0	255	0
2	2	0	0	0	0	0	0	0	1	1	1	0	255	0
3	3	0	0	0	0	0	0	0	1	1	1	0	255	0
4	4	0	0	0	0	0	0	0	1	1	1	0	255	0
5	5	0	0	0	0	0	0	0	1	1	1	0	255	0
6	6	0	0	0	0	0	0	0	1	1	1	0	255	0
7	7	0	0	0	0	0	0	0	1	1	1	0	255	0
8	8	0	0	0	0	0	0	0	1	1	1	0	255	0

Pedestrian Detector														
Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
1	1	1	0	0	0	0	0	0	1	0	0	0	255	0
2	2	1	0	0	0	0	0	0	1	0	0	0	255	0
3	3	1	0	0	0	0	0	0	1	0	0	0	255	0
4	4	1	0	0	0	0	0	0	1	0	0	0	255	0
5	5	1	0	0	0	0	0	0	1	0	0	0	255	0
6	6	1	0	0	0	0	0	0	1	0	0	0	255	0
7	7	1	0	0	0	0	0	0	1	0	0	0	255	0
8	8	1	0	0	0	0	0	0	1	0	0	0	255	0

Unit Data

Startup Time	Startup State	Red Revert	Auto Ped Clr	Stop T Reset	Sequence	Special Sequence	Test A = ABC Flash	ABC Input(Entry) Modes	ABC Output(O/STS) Modes	D Input(Entry) Modes	D Output (O/STS) Modes	Aux Switch
6	All Red	40.0	0	0	1	0	0	0	0	2	0	0

Ring	Input Response	Output Selection
1	1	1
2	2	2
3	0	0
4	0	0

Remote Flash																									
LoadSwitch 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
Flash	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark
Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Flash Entry/Exit Phases													
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13
Entry	False	False	False	False	False	False	False	False	False	False	False	False	False
Exit	False	False	False	False	False	False	False	False	False	False	False	False	False

Overlap Data

Standard									
Overlap	Parents	Trail Grn / 10	Trail Yel / 10	Trail Red / 10	Trail Grn Preempt	+Grn Phases	-G/Y Phases	-Ped Phases	

FYA						
Overlap	Delay	Perm Phases	Prot Phases	-Ped Phases	Perm Overlaps	Prot Overlaps

PED						
Overlap	Parents	Ped Walk 1	Ped Walk 2	Ped Clear 1	Ped Clear 2	

PRI						
-----	--	--	--	--	--	--

Overlap

Transit Yel / 10

Transit Red / 10

**Ring**

Phase	Ring	Concur Phases
1	1	1, 5, 6
2	1	2, 5, 6
3	1	3, 7, 8
4	1	4, 7, 8
5	2	1, 2, 5
6	2	1, 2, 6
7	2	3, 4, 7
8	2	3, 4, 8
9	0	9
10	0	10
11	0	11
12	0	12
13	0	13
14	0	14
15	0	15
16	0	16

**Sequence Data**

## Sequence 1

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

## Sequence 2

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

## Sequence 3

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

## Sequence 4

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

## Sequence 5

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

## Sequence 6

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

Ring																
1	2	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 7																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 8																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 9																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 10																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 11																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 12																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 13																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 14																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Sequence 15

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

## Sequence 16

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

## Port 1 and ITS Data

Address	Device Present	Basic Detection	Msg 40 Frame Enables
1	True	False	False
2	True	False	False
9	True	False	False
17	True	False	False

## Port Configuration

## Port Comm

Port	Baud Rate	Data Bits	Parity	CTS	DCD	RTS
1	9	8	1	False	False	False
2	0	8	1	False	False	False
3	5	8	1	False	False	False
4	5	8	1	False	False	False
5	5	8	1	False	False	False

## Scoot

Phases	Det
Stage A	RPLY
Stage B	Phases
Stage C	PHSMODE
Stage D	COORD PH
Stage E	Mode:
Stage F	Msg Type:
Stage G	
Stage H	

## SPaT Data

ID	Destination IP	DST Port	Enabled
1	0.0.0.0	1034	0
2	0.0.0.0	1034	0
3	0.0.0.0	1034	0
4	0.0.0.0	1034	0
5	0.0.0.0	1034	0
6	0.0.0.0	1034	0
7	0.0.0.0	1034	0
8	0.0.0.0	1034	0
9	0.0.0.0	1034	0
10	0.0.0.0	1034	0
11	0.0.0.0	1034	0
12	0.0.0.0	1034	0
13	0.0.0.0	1034	0
14	0.0.0.0	1034	0
15	0.0.0.0	1034	0
16	0.0.0.0	1034	0



**System**

Backup Time

900.0

**Output Mapping Configuration**

Load Switch	Red	Mode	Yellow	Mode	Green	Mode	FIO
32	None	None	None	None	None	None	32
31	None	None	None	None	None	None	31
30	None	None	None	None	None	None	30
29	None	None	None	None	None	None	29
28	None	None	None	None	None	None	28
27	None	None	None	None	None	None	27
26	None	None	None	None	None	None	26
25	None	None	None	None	None	None	25
24	None	None	None	None	None	None	24
23	None	None	None	None	None	None	23
22	None	None	None	None	None	None	22
21	None	None	None	None	None	None	21
20	None	None	None	None	None	None	20
19	None	None	None	None	None	None	19
18	None	None	None	None	None	None	18
17	None	None	None	None	None	None	17
16	None	None	None	None	None	None	16
15	None	None	None	None	None	None	15
14	None	None	None	None	None	None	14
13	None	None	None	None	None	None	13
12	Phase Pedestrian 8	Dont Walk	Phase Pedestrian 8	Ped Clear	Phase Pedestrian 8	Walk	12
11	Phase Pedestrian 6	Dont Walk	Phase Pedestrian 6	Ped Clear	Phase Pedestrian 6	Walk	11
10	Phase Pedestrian 4	Dont Walk	Phase Pedestrian 4	Ped Clear	Phase Pedestrian 4	Walk	10
9	Phase Pedestrian 2	Dont Walk	Phase Pedestrian 2	Ped Clear	Phase Pedestrian 2	Walk	9
8	Phase Vehicle 8	Red	Phase Vehicle 8	Yellow	Phase Vehicle 8	Green	8
7	Phase Vehicle 7	Red	Phase Vehicle 7	Yellow	Phase Vehicle 7	Green	7
6	Phase Vehicle 6	Red	Phase Vehicle 6	Yellow	Phase Vehicle 6	Green	6
5	Phase Vehicle 5	Red	Phase Vehicle 5	Yellow	Phase Vehicle 5	Green	5
4	Phase Vehicle 4	Red	Phase Vehicle 4	Yellow	Phase Vehicle 4	Green	4
3	Phase Vehicle 3	Red	Phase Vehicle 3	Yellow	Phase Vehicle 3	Green	3
2	Phase Vehicle 2	Red	Phase Vehicle 2	Yellow	Phase Vehicle 2	Green	2
1	Phase Vehicle 1	Red	Phase Vehicle 1	Yellow	Phase Vehicle 1	Green	1

**Unit Bank: 1**

## Peer to Peer Sources

PeerID	IP	Timeout	Peer Name
--------	----	---------	-----------

## Peer to Peer Functions

FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode
------------	----------	-------------	--------------	------------	-------------	-----------

**Unit Bank: 2**

## Peer to Peer Sources

PeerID	IP	Timeout	Peer Name
--------	----	---------	-----------

## Peer to Peer Functions

FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode
------------	----------	-------------	--------------	------------	-------------	-----------

**Unit Bank: 3**

## Peer to Peer Sources

PeerID	IP	Timeout	Peer Name
--------	----	---------	-----------

## Peer to Peer Functions

FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode
------------	----------	-------------	--------------	------------	-------------	-----------

Unit Bank: 4

Peer to Peer Sources						
PeerID	IP	Timeout	Peer Name			

Peer to Peer Functions						
FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode

Coord Data

Coord Setup								
Operation	Mode	Max	Correction	Offset	Force	Max Dwell	Yield Period	Manual Pattern
Auto	Perm	Inhibit	Short Way +	End Green	Plan	0	0	1

Pattern Data																
Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
1	140	0	0	0	0	0	0	29	12	0	0	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	57	21	49	16	54	13	57	0	0	0	0	0	0	0	0
Mode	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Coord	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
DCP	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
P.RED.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.EXT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
2	120	0	0	0	0	0	0	102	5	0	0	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	11	39	21	18	15	35	12	27	0	0	0	0	0	0	0	0
Mode	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Coord	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
DCP	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
P.RED.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.EXT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
3	135	0	0	0	0	0	0	54	9	0	0	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	47	26	49	18	42	28	47	0	0	0	0	0	0	0	0
Mode	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Coord	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
DCP	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
P.RED.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.EXT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
4	120	0	0	0	0	0	0	98	13	0	0	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	11	39	21	21	15	35	11	31	0	0	0	0	0	0	0	0
Mode	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Coord	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
DCP	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
P.RED.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.EXT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time Based Control Data

DST
-----

TimeZoneDiff: -21600

Entry Number	Begin Month	Begin Occurrences	Begin Day Of Week	Begin Day Of Month	Begin Seconds To Transition	End Month	End Occurrences	End Day Of Week	End Day Of Month	End Seconds To Transition	Seconds To Adjust
1	3	2	1	1	0	11	1	1	1	0	3600
2	14	1	1	1	0	1	1	1	1	0	0

## Schedules

[illegible]

## Day Plan 1

Event	Hour	Minute	Action
1	8	30	4
2	20	30	5
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 2

Event	Hour	Minute	Action
1	5	45	1
2	9	0	2
3	15	0	3
4	19	0	2
5	22	0	5
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

### Day Plan 3

Event	Hour	Minute	Action
1	6	0	1
2	9	0	19
3	15	0	37
4	19	0	19
5	22	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0

10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 4

Event	Hour	Minute	Action
1	6	0	1
2	9	0	19
3	15	0	37
4	19	0	19
5	22	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 5

Event	Hour	Minute	Action
1	6	0	1
2	9	0	19
3	15	0	37
4	19	0	19
5	22	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 6

Event	Hour	Minute	Action
1	6	0	1
2	9	0	19
3	15	0	37
4	19	0	19
5	22	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Actions

		Phonics																												
Action	Pattern	Aux1	Aux2	Aux3	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	DIM	Det1	Det2	Det3	Ph1	Ph2	Ph3	Ph4	Ph5	Ph6	Ph7	Ph8	Ph9	Ph10	Ph11	Ph12	Ph13	Ph
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
254	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Special Function Maps

## Phase Functions

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

## Preempt Configuration

## Preempt 1 Data

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT			
248	0	135		0	0	0		0	0	0	5	0			
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10			
0	0	5	0	0	0	0	0	0	0	0	0	0			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	0	1	0	0	1	0	0	0	4	4	4	4	4	4	4
Dwell	0	1	0	0	1	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap															
Track Green	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4
Dwell	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Preempt 2 Data

DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GAT					
249	0	135	0	0	0	0	0	0	5	0					
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10			
0	0	5	0	0	0	0	0	0	0	0	0	0			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	1	0	0	0	0	1	0	0	4	4	4	4	4	4	4

Dwell	1	0	0	0	0	1	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4
Dwell	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 3 Data**

DET	DELAY		MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT
250	0		135		0	0	0		0	0	0	5	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	
0	0	5	0	0	0	0	0	0	0	0	0	0	

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>															
Track Green	0	0	0	0	0	1	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	1	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4
Dwell	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 4 Data**

DET	DELAY		MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT
251	0		135		0	0	0		0	0	0	5	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	
0	0	5	0	0	0	0	0	0	0	0	0	0	

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>															
Track Green	0	0	1	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	1	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4
Dwell	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 5 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#		DURAT	GAT	
252	0	0		0	0	0		0	0	0		0	0	

MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10			
10	10	10	0	8	40	20	10	8	40	20	8	40			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Preempt 6 Data

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT			
253	0	0		0	0	0		0	0	0	0	0			
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10			
10	10	10	0	8	40	20	10	8	40	20	8	40			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Preempt 7 Data

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT			
0	0	0		0	0	0		0	0	0	0	0			
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10			
10	10	10	0	8	40	20	10	8	40	20	8	40			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3

Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 8 Data**

DET	DELAY		MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT
0	0		0		0	0	0		0	0	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	
10	10	10	0	8	40	20	10	8	40	20	8	40	

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Vehicle**

Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Ped**

Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Overlap**

Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 9 Data**

DET	DELAY		MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT
0	0		0		0	0	0		0	0	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	
10	10	10	0	8	40	20	10	8	40	20	8	40	

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Vehicle**

Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Ped**

Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Overlap**

Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 10 Data**

DET	DELAY		MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT
0	0		0		0	0	0		0	0	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	
10	10	10	0	8	40	20	10	8	40	20	8	40	



Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Preempt 11 Data

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT		SRMOD	LINK#	DURAT	GAT
0	0	0		0	0	0	0		0	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10
10	10	10	0	8	40	20	10	8	40	20	8	40

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Preempt 12 Data

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT		SRMOD	LINK#	DURAT	GAT
0	0	0		0	0	0	0		0	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10
10	10	10	0	8	40	20	10	8	40	20	8	40

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

6/10/2021	RptAllData_101_20210610_1248.html															
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

Priority 1

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	Phase	Svc	Signal Type	Olp Blankout
False	0	0	253	0	1	0	0	0	0	0	0	0			0	0
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Dector	1	2	3	4	5	6	7	8	9							
Detector Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 1																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								
TED	0	0	0	0	0	0	0	0								
TTL	0	0	0	0	0	0	0	0								
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa
Queue	1	2	3	4	5	6								
Queue Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 2																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								
TED	0	0	0	0	0	0	0	0								
TTL	0	0	0	0	0	0	0	0								
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa
Queue	1	2	3	4	5	6								
Queue Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 3																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								

6/10/2021		RptAllData_101_20210610_1248.html														
TED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo		
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa		
Queue	1	2	3	4	5	6										
Queue Phase	0	0	0	0	0	0										
Queue Det	0	0	0	0	0	0										
Queue Time	0	0	0	0	0	0										
Bank: 4																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								
TED	0	0	0	0	0	0	0	0								
TTL	0	0	0	0	0	0	0	0								
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo		
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa		
Queue	1	2	3	4	5	6										
Queue Phase	0	0	0	0	0	0										
Queue Det	0	0	0	0	0	0										
Queue Time	0	0	0	0	0	0										
Priority 2																
N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	Phase	Svc	Signal Type	Olp Blankout
False	0	0	253	0	1	0	0	0	0	0	0	0	0	0	0	0
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Dector	1	2	3	4	5	6	7	8	9							
Detector Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank: 1																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								
TED	0	0	0	0	0	0	0	0								
TTL	0	0	0	0	0	0	0	0								
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo		

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo	
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa	
Queue		1	2		3		4		5		6				
Queue Phase		0	0		0		0		0		0		0		
Queue Det		0	0		0		0		0		0		0		
Queue Time		0	0		0		0		0		0		0		
Bank: 2															
PR. Dets	PE	1A		2A		3A		4A		5A		6A		BU	
TSD	0	0		0		0		0		0		0		0	
TED	0	0		0		0		0		0		0		0	
TTL	0	0		0		0		0		0		0		0	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo	
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa	
Queue		1	2		3		4		5		6				
Queue Phase		0	0		0		0		0		0		0		
Queue Det		0	0		0		0		0		0		0		
Queue Time		0	0		0		0		0		0		0		
Bank: 3															
PR. Dets	PE	1A		2A		3A		4A		5A		6A		BU	
TSD	0	0		0		0		0		0		0		0	
TED	0	0		0		0		0		0		0		0	
TTL	0	0		0		0		0		0		0		0	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo	
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa	
Queue		1	2		3		4		5		6				
Queue Phase		0	0		0		0		0		0		0		
Queue Det		0	0		0		0		0		0		0		
Queue Time		0	0		0		0		0		0		0		
Bank: 4															
PR. Dets	PE	1A		2A		3A		4A		5A		6A		BU	
TSD	0	0		0		0		0		0		0		0	
TED	0	0		0		0		0		0		0		0	
TTL	0	0		0		0		0		0		0		0	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo	
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa	
Queue		1	2		3		4		5		6				

Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Priority 3

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	PhaseSvc	Signal Type	Olp Blankout
False	0	0	253	0	1	0	0	0	0	0	0	0		0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Dector	1	2	3	4	5	6	7	8	9
Detector Number	0	0	0	0	0	0	0	0	0

Bank: 1								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTI	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Priority 4

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	Phase	Svc	Signal Type	Olp Blankout
False	0	0	253	0	1	0	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Dector	1	2	3	4	5	6	7	8	9
Detector Number	0	0	0	0	0	0	0	0	0

Bank: 1								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 2

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0

Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Priority 5

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	Phase	Svc	Signal Type	Olp Blankout
False	0	0	253	0	1	0	0	0	0	0	0	0			0	0
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Dector	1	2	3	4	5	6	7	8	9							
Detector Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 1																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								
TED	0	0	0	0	0	0	0	0								
TTL	0	0	0	0	0	0	0	0								

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa
Queue	1	2	3	4	5	6								
Queue Phase	0	0	0	0	0	0								
Queue Det	0	0	0	0	0	0								
Queue Time	0	0	0	0	0	0								

Bank: 2																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								
TED	0	0	0	0	0	0	0	0								
TTL	0	0	0	0	0	0	0	0								

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa
Queue	1	2	3	4	5	6								
Queue Phase	0	0	0	0	0	0								
Queue Det	0	0	0	0	0	0								
Queue Time	0	0	0	0	0	0								

Bank: 3																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								
TED	0	0	0	0	0	0	0	0								
TTL	0	0	0	0	0	0	0	0								



6/10/2021

RptAllData\_101\_20210610\_1248.html

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Priority 6

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	PhaseSvc	Signal Type	Olp Blankout
False	0	0	253	0	1	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Dector	1	2	3	4	5	6	7	8	9
Detector Number	0	0	0	0	0	0	0	0	0

Bank: 1

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
-------	---	---	---	---	---	---

6/10/2021

RptAllData\_101\_20210610\_1248.html

Queue	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Queue Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 2

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Queue Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Queue Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

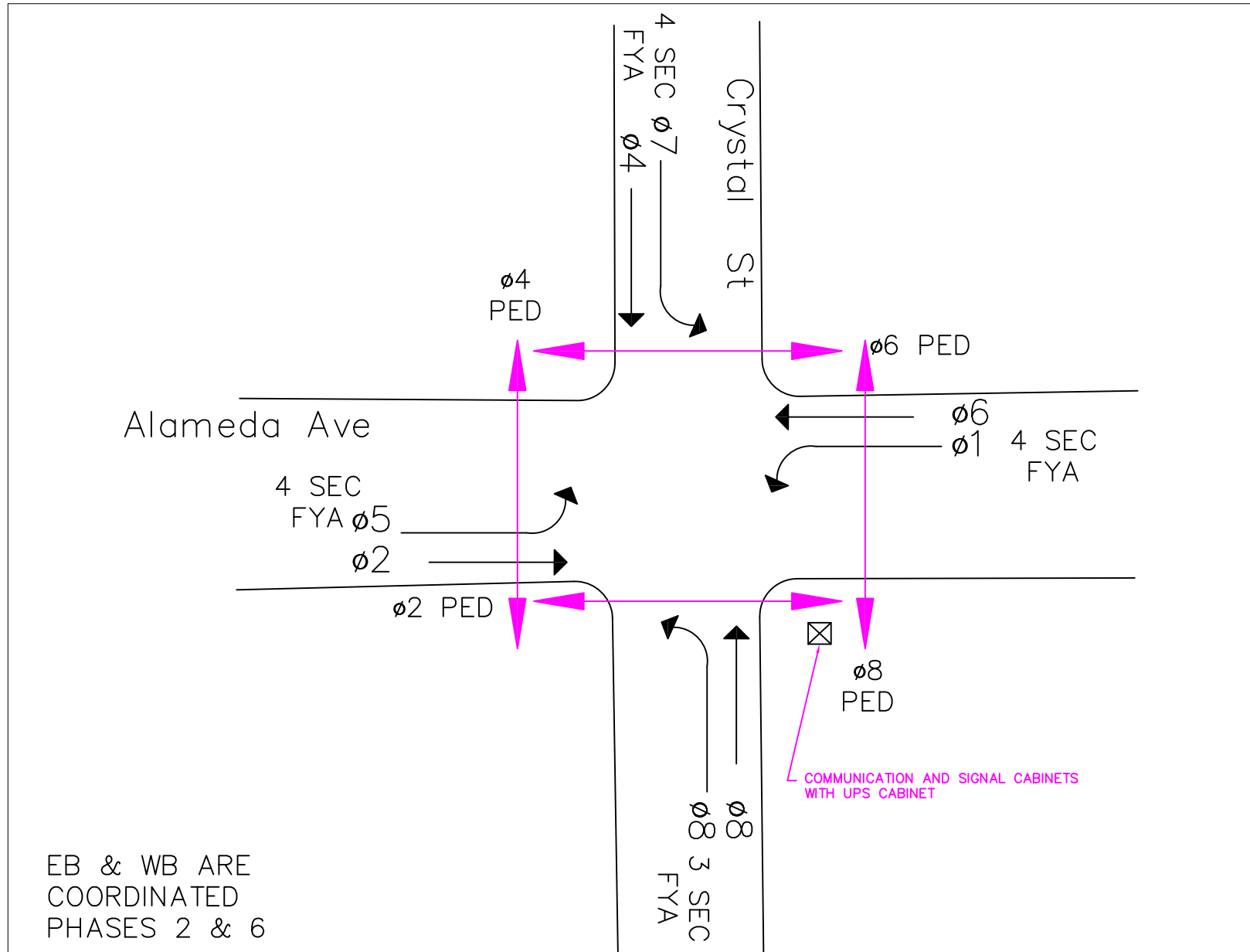
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Queue Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



ALAMEDA AVE – CRYSTAL ST PHASING DIAGRAM  
INTERSECTION #351



## SEPAAC All Data

Date/Time: 2021-06-10 00:00:00

Intersection Name: AlamAirportM60 10.3.24.20

Intersection Alias: 117

### Access Data

Access Code	Connection Method	Revision	Address	IP Address	GPS Enabled	GPS Port
9999	Direct IP	5.0.0	0	10.3.24.20	False	8

### Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	2-Red	1-Inact	1-Inact	1-Inact	2-Red	1-Inact	1-Inact	None	None	None	None	None	None	None	None

### Phase Data Bank 1:

### Phase Timing

Phase	Min	Passage	Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green	Yellow	Walk	Walk	Bike	Bike	Walk	Ped	Alt	Alt	Flash	Ext	Actuated
	Green								Delay	Delay	Offset	Offset	Green	Psg		Clr	Walk	Ped	Walk	Ped	Rest in
											Time	Mode									Walk
1	4	15	15	0	0	0	30	20	0	0	0	0	0	0	0	0	0	0	False	0	False
2	10	30	25	0	0	0	40	20	0	0	0	0	0	0	5	23	0	0	False	0	False
3	3	15	15	0	0	0	30	10	0	0	0	0	0	0	0	0	0	0	False	0	False
4	4	20	25	0	0	0	40	20	0	0	0	0	0	0	5	23	0	0	False	0	False
5	4	15	15	0	0	0	30	20	0	0	0	0	0	0	0	0	0	0	False	0	False
6	10	30	25	0	0	0	40	20	0	0	0	0	0	0	5	29	0	0	False	0	False
7	3	15	15	0	0	0	30	10	0	0	0	0	0	0	0	0	0	0	False	0	False
8	4	20	25	0	0	0	40	20	0	0	0	0	0	0	5	24	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added	Max	Time	Car	Time	Min	Non-Act	Veh	Recall	Ped	Ped	Non	Dual	Last	Condit	No	Omit	Minus	Omit
	Initial	Initial	B4	B4	to	Gap	Response	Recall	Delay	Recall	Recall	Lock	Entry	Car	Service	Simu		Yel	Call
			Redu	Redu	Redu						Delay			Pass		Gap			
																Out			
1	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	False	0	0	0
2	15	25	99	0	99	99	False	Min	0	None	0	False	True	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	False	8	0	0
4	0	0	0	0	0	0	False	None	0	None	0	True	True	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	False	0	0	0
6	15	25	99	0	99	99	False	Min	0	None	0	False	True	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	False	4	0	0
8	0	0	0	0	0	0	False	None	0	None	0	True	True	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

### Vehicle Detector Phase Assignment

Veh Det	Assign	Phase	Mode	Switch	Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added	Initial	Queue	Fail	QLimit
2	2		0	0		0	0	0	0	0	1	1	1		0	0	0
3	3		0	0		0	0	0	0	0	1	1	1		0	0	0

4	4	0	0	0	0	0	0	0	1	1	1	0	0	0
6	6	0	0	0	0	0	0	0	1	1	1	0	0	0
7	7	0	0	0	0	0	0	0	1	1	1	0	0	0
8	8	0	0	0	0	0	0	0	1	1	1	0	0	0
9	5	0	0	0	0	0	0	0	1	1	1	0	0	0
10	5	0	0	0	0	0	0	0	1	1	1	0	0	0
13	1	0	0	0	0	0	0	0	1	1	1	0	0	0

**Pedestrian Detector**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
1	2	1	0	0	0	0	0	0	1	0	0	0	0	0
2	4	1	0	0	0	0	0	0	1	0	0	0	0	0
3	6	1	0	0	0	0	0	0	1	0	0	0	0	0
4	8	1	0	0	0	0	0	0	1	0	0	0	0	0

**Phase Data Bank 2:****Phase Timing**

Phase	Min	Passage	Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green	Yellow	Walk	Walk	Bike	Bike	Walk	Ped	Alt	Alt	Flash	Ext	Actuated
Green									Delay	Delay	Offset	Offset	Green	Psg		Clr	Walk	Ped	Walk	Ped	Rest in
										Time	Time	Mode								Clr	Walk
1	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
2	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
3	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
4	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
5	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
6	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
7	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
8	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added	Max	Time	Car	Time	Min	Non-Act	Veh	Recall	Ped	Ped	Non	Dual	Last	Condit	No	Omit	Minus	Omit
	Initial	Initial	B4	B4	to	Gap	Response	Recall	Delay	Recall	Recall	Lock	Entry	Car	Service	Simu		Yel	Call
			Redu	Redu	Redu						Delay			Pass		Gap			
																Out			
1	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
2	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
6	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

**Vehicle Detector Phase Assignment**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
---------	--------------	------	--------------	--------	-------	--------	--------	------	------	------	---------------	-------	------	--------

**Pedestrian Detector**

## Pedestrian Detector

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
---------	--------------	------	--------------	--------	-------	--------	--------	------	------	------	---------------	-------	------	--------

## Phase Data Bank 3:

## Phase Timing

Phase	Min Green	Passage	Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
2	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
3	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
4	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
5	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
6	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
7	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
8	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time to Redu	Min Gap	Non-Act Response	Veh Recall	Recall Delay	Ped Recall	Ped Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
2	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
6	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

## Vehicle Detector Phase Assignment

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
---------	--------------	------	--------------	--------	-------	--------	--------	------	------	------	---------------	-------	------	--------

## Pedestrian Detector

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
---------	--------------	------	--------------	--------	-------	--------	--------	------	------	------	---------------	-------	------	--------

## Phase Data Bank 4:

## Phase Timing

Phase	Min Green	Passage	Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
2	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
3	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False

6/10/2021							RptAllData_117_20210610_1253.html														
4	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
5	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
6	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
7	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
8	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time to Redu	Min Gap	Non-Act Response	Veh Recall	Recall Delay	Ped Recall	Ped Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
2	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
6	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

Vehicle Detector Phase Assignment															
Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added	Initial	Queue	Fail	QLimit
Pedestrian Detector															
Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added	Initial	Queue	Fail	QLimit

Unit Data

Startup Time	Startup State	Red Revert	Auto Ped Clr	Stop T Reset	Sequence	Special Sequence	Test A = ABC Input(Entry) Modes		ABC Output(O/STS) Modes	D Input(Entry) Modes	D Output (O/STS) Modes	Aux Switch
5	All Red	40.0	0	0	1	0	0	0	0	2	0	0
Ring		Input Response							Output Selection			
1		1							1			
2		2							2			
3		0							0			
4		0							0			

Remote Flash																										
LoadSwitch	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
Flash	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Flash	Fla
Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																									Yellow	Yel

Flash Entry/Exit Phases												
Phase	1	2	3	4	5	6	7	8	9	10	11	12
Entry	False	False	False	False	False	False	False	False	False	False	False	False



Exit	False	False	False	False	False	False	False	False	False	False	False	False
------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

**Overlap Data**

## Standard

Overlap	Parents	Trail Grn / 10	Trail Yel / 10	Trail Red / 10	Trail Grn Preempt	+Grn Phases	-G/Y Phases	-Ped Phases
---------	---------	----------------	----------------	----------------	-------------------	-------------	-------------	-------------

## FYA

Overlap	Delay	Perm Phases	Prot Phases	-Ped Phases	Perm Overlaps	Prot Overlaps
---------	-------	-------------	-------------	-------------	---------------	---------------

## PED

Overlap	Parents	Ped Walk 1	Ped Walk 2	Ped Clear 1	Ped Clear 2
---------	---------	------------	------------	-------------	-------------

## PRI

Overlap	Transit Yel / 10	Transit Red / 10
---------	------------------	------------------

**Ring**

Phase	Ring	Concur Phases
1	1	1, 5, 6
2	1	2, 5, 6
3	1	3, 7, 8
4	1	4, 7, 8
5	2	1, 2, 5
6	2	1, 2, 6
7	2	3, 4, 7
8	2	3, 4, 8
9	0	9
10	0	10
11	0	11
12	0	12
13	0	13
14	0	14
15	0	15
16	0	16

**Sequence Data**

## Sequence 1

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

## Sequence 2

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

## Sequence 3

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

## Sequence 4

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

1	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 5																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 6																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 7																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 8																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 9																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 10																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 11																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 12																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 13																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 14																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 15																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 16																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Port 1 and ITS Data**

Address	Device Present	Basic Detection	Msg 40 Frame Enables
1	True	False	False
2	True	False	False
9	True	False	False
17	True	False	False

**Port Configuration**

Port Comm						
Port	Baud Rate	Data Bits	Parity	CTS	DCD	RTS
1	0	0	0	False	False	False
2	0	0	0	False	False	False
3	5	0	0	False	False	False
4	0	0	0	False	False	False
5	0	0	0	False	False	False

Scoot		
Phases		Det
Stage A		RPLY
Stage B		Phases
Stage C		PHSMODE
Stage D		COORD PH
Stage E		Mode:
Stage F		Msg Type:
Stage G		
Stage H		

SPaT Data			
ID	Destination IP	DST Port	Enabled
1	0.0.0.0	1034	0
2	0.0.0.0	1034	0
3	0.0.0.0	1034	0
4	0.0.0.0	1034	0

5	0.0.0.0	1034	0
6	0.0.0.0	1034	0
7	0.0.0.0	1034	0
8	0.0.0.0	1034	0
9	0.0.0.0	1034	0
10	0.0.0.0	1034	0
11	0.0.0.0	1034	0
12	0.0.0.0	1034	0
13	0.0.0.0	1034	0
14	0.0.0.0	1034	0
15	0.0.0.0	1034	0
16	0.0.0.0	1034	0

**System**

Backup Time 900.0

**Output Mapping Configuration**

Load Switch	Red	Mode	Yellow	Mode	Green	Mode	FIO
24	None	None	None	None	None	None	24
23	None	None	None	None	None	None	23
22	None	None	None	None	None	None	22
21	None	None	None	None	None	None	21
20	None	None	None	None	None	None	20
19	None	None	None	None	None	None	19
18	None	None	None	None	None	None	18
17	None	None	None	None	None	None	17
16	None	None	None	None	None	None	16
15	None	None	None	None	None	None	15
14	None	None	None	None	None	None	14
13	None	None	None	None	None	None	13
12	Phase Pedestrian 8	Dont Walk	Phase Pedestrian 8	Ped Clear	Phase Pedestrian 8	Walk	12
11	Phase Pedestrian 6	Dont Walk	Phase Pedestrian 6	Ped Clear	Phase Pedestrian 6	Walk	11
10	Phase Pedestrian 4	Dont Walk	Phase Pedestrian 4	Ped Clear	Phase Pedestrian 4	Walk	10
9	Phase Pedestrian 2	Dont Walk	Phase Pedestrian 2	Ped Clear	Phase Pedestrian 2	Walk	9
8	Phase Vehicle 8	Red	Phase Vehicle 8	Yellow	Phase Vehicle 8	Green	8
7	Phase Vehicle 7	Red	Phase Vehicle 7	Yellow	Phase Vehicle 7	Green	7
6	Phase Vehicle 6	Red	Phase Vehicle 6	Yellow	Phase Vehicle 6	Green	6
5	Phase Vehicle 5	Red	Phase Vehicle 5	Yellow	Phase Vehicle 5	Green	5
4	Phase Vehicle 4	Red	Phase Vehicle 4	Yellow	Phase Vehicle 4	Green	4
3	Phase Vehicle 3	Red	Phase Vehicle 3	Yellow	Phase Vehicle 3	Green	3
2	Phase Vehicle 2	Red	Phase Vehicle 2	Yellow	Phase Vehicle 2	Green	2
1	Phase Vehicle 1	Red	Phase Vehicle 1	Yellow	Phase Vehicle 1	Green	1
25	None	None	None	None	None	None	25
26	None	None	None	None	None	None	26
27	None	None	None	None	None	None	27
28	None	None	None	None	None	None	28
29	None	None	None	None	None	None	29
30	None	None	None	None	None	None	30
31	None	None	None	None	None	None	31
32	None	None	None	None	None	None	32

**Unit Bank: 1****Peer to Peer Sources**

PeerID	IP	Timeout	Peer Name
--------	----	---------	-----------

**Peer to Peer Functions**

FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode
------------	----------	-------------	--------------	------------	-------------	-----------

**Unit Bank: 2**

## Peer to Peer Sources

PeerID	IP	Timeout	Peer Name			
Peer to Peer Functions						
FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode

## Unit Bank: 3

## Peer to Peer Sources

PeerID	IP	Timeout	Peer Name			
Peer to Peer Functions						
FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode

## Unit Bank: 4

## Peer to Peer Sources

PeerID	IP	Timeout	Peer Name			
Peer to Peer Functions						
FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode

## Coord Data

## Coord Setup

Operation	Mode	Max	Correction	Offset	Force	Max Dwell	Yield Period	Manual Pattern
Auto	Perm Yield	Inhibit	Short Way +	End Green	Plan	0	0	1

## Pattern Data

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
1	140	0	0	0	0	0	0	49	2	0	0	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	50	12	48	40	40	20	40	0	0	0	0	0	0	0	0
Mode	None	None	None	Max Rec	None	None	None	Max Rec	None	None	None	None	None	None	None	None
Coord	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
DCP	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
P.RED.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.EXT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
2	120	0	0	0	0	0	0	61	7	0	0	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	23	41	12	44	22	42	16	40	0	0	0	0	0	0	0	0
Mode	None	None	None	Max Rec	None	None	None	Max Rec	None	None	None	None	None	None	None	None
Coord	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
DCP	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
P.RED.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.EXT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
3	135	0	0	0	0	0	0	3	4	0	0	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	37	41	12	45	24	54	16	41	0	0	0	0	0	0	0	0
Mode	None	None	None	Max Rec	None	None	None	Max Rec	None	None	None	None	None	None	None	None
Coord	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
DCP	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
P.RED.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.EXT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

### Time Based Control Data

## DST

Cycle Zero: 1 day, 0:00			DST Type: 0			TimeZoneDiff: None					
Entry Number	Begin Month	Begin Occurrences	Begin Day Of Week	Begin Day Of Month	Begin Seconds To Transition	End Month	End Occurrences	End Day Of Week	End Day Of Month	End Seconds To Transition	Seconds To Adjust
1	3	2	1	1	7200	11	1	1	1	7200	3600
2	14	1	1	1	0	1	1	1	1	0	0

## Schedules

[illegible]

## Day Plan 1

Event	Hour	Minute	Action
1	8	30	22
2	20	30	254
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 2

Event	Hour	Minute	Action
1	6	0	1
2	9	0	19
3	15	0	37
4	19	0	19
5	22	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0

12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 3

Event	Hour	Minute	Action
1	6	0	1
2	9	0	19
3	15	0	37
4	19	0	19
5	22	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 4

Event	Hour	Minute	Action
1	6	0	1
2	9	0	19
3	15	0	37
4	19	0	19
5	22	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 5

Event	Hour	Minute	Action
1	6	0	1
2	9	0	19
3	15	0	37
4	19	0	19
5	22	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 6

Event	Hour	Minute	Action
1	6	0	1
2	9	0	19
3	15	0	37
4	19	0	19

6/10/2021		RptAllData_117_20210610_1253.html	
5	22	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

Day Plan 7

Event	Hour	Minute	Action
1	7	30	22
2	22	0	254
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

Actions

Action	Pattern	Aux1	Aux2	Aux3	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	DIM	Det1	Det2	Det3	Ph1	Ph2	Ph3	Ph4	Ph5	Ph6	Ph7	Ph8	Ph9	Ph10	Ph11	Ph12	Ph13	Ph
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
254	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Special Function Maps																Phase Functions															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		1	2	3	4	5	6	7	8	9	10	11	12			
Special Function 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Special Function 2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Special Function 3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0																
Special Function 4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0																
Special Function 5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0																
Special Function 6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0																
Special Function 7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0																
Special Function 8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0																

Preempt Configuration

Preempt 1 Data										
DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GAT
248	0	135	0	0	0	0	None	0	5	0



	MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10		
	0	0	5	0	0	0	0	0	0	0	0	0	0		
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

## Preempt 2 Data

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT			
249	0	135		0	0	0		0	None	0	5	0			
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10			
0	0	5	0	0	0	0	0	0	0	0	0	0			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

## Preempt 3 Data

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT			
250	0	135		0	0	0		0	None	0	5	0			
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10			
0	0	5	0	0	0	0	0	0	0	0	0	0			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

**Preempt 4 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT
251	0	135		0	0	0		0	None	0	5	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10
0	0	5	0	0	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Vehicle**

Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Ped**

Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Overlap**

Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

**Preempt 5 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT
252	0	0		0	0	0		0	None	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10
0	0	10	0	8	40	20	10	8	40	20	8	40

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Calls	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0

**Vehicle**

Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Ped**

Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Overlap**

Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

**Preempt 6 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#	DURAT	GAT
253	0	0		0	0	0		0	None	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10
0	0	10	0	8	40	20	10	8	40	20	8	40

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Calls	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
<b>Vehicle</b>															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

## Preempt 7 Data

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT		SRMOD	LINK#	DURAT	GAT
0	0	0		0	0	0	0		0	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10
10	10	10	0	8	40	20	10	8	40	20	8	40

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Preempt 8 Data

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT		SRMOD	LINK#	DURAT	GAT
0	0	0		0	0	0	0		0	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10
10	10	10	0	8	40	20	10	8	40	20	8	40

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Preempt 9 Data

DET	DELAY	MXCAL		DB/10	NLOCK		EXTND		L OUT	SRMOD		LINK#		DURAT	GAT
0	0	0		0	0		0		0	0		0		0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10		SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10		TRK RED/10		RET PED CLR	RET YEL/10
10	10	10	0	8	40		20	10	8	40		20		8	40
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Preempt 10 Data

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND		L OUT	SRMOD	LINK#		DURAT		GAT	
0	0	0		0	0	0		0	0	0		0		0	
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10			
10	10	10	0	8	40	20	10	8	40	20	8	40			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Preempt 11 Data

DET	DELAY	MXCAL		DB/10	NLOCK		EXTND		L OUT	SRMOD	LINK#	DURAT		GAT		
0	0	0		0	0		0		0	0	0	0		0		
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10				
10	10	10	0	8	40	20	10	8	40	20	8	40				
Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle																
Track Green		0	0	0	0	0	0	0	0	4	4	4	4	4	4	4

6/10/2021	RptAllData_117_20210610_1253.html														
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt 12 Data															
DET	DELAY	MXCAL		DB/10	NLOCK		EXTND	L OUT	SRMOD		LINK#	DURAT		GAT	
0	0	0		0	0		0	0	0		0	0		0	
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10			
10	10	10	0	8	40	20	10	8	40	20	8	40			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle															
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped															
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap															
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

Priority 1

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA		LockoutB	Overlap	Pre Grn	Recall	ExCo	Phase	Svc	Signal Type	Olp Blankout
False	0	0	253	0	1	0	0	0	0	0	0	0	0			0	0
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>		
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>Detector</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>		
Detector Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 1															
<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>		<b>2A</b>		<b>3A</b>		<b>4A</b>		<b>5A</b>		<b>6A</b>		<b>BU</b>	
TSD	0	0		0		0		0		0		0		0	
TED	0	0		0		0		0		0		0		0	
TTL	0	0		0		0		0		0		0		0	
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
----------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	For
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 2

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	For
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 3

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	For
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 4

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	For
-------	---------	----------	------	----------	--------------	---------	-----	-----	--------	--------	----------	--------------	-----------------	-----

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa
Queue		1	2			3			4			5	6	
Queue Phase		0	0			0			0			0	0	
Queue Det		0	0			0			0			0	0	
Queue Time		0	0			0			0			0	0	

Priority 2

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	Phase	Svc	Signal Type	Olp Blankout
False	0	0	253	0	1	0	0	0	0	0	0	0	0		0	0
Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CO-Phase		False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase		False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Dector		1	2		3		4		5		6		7		8	
Detector Number		0	0		0		0		0		0		0		0	

Bank: 1																
PR. Dets	PE	1A			2A			3A			4A			5A		
TSD	0	0			0			0			0			0		
TED	0	0			0			0			0			0		
TTL	0	0			0			0			0			0		
Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call		False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit		False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit		False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery		False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo		
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa		
Queue		1	2		3			4			5		6			
Queue Phase		0	0		0			0			0		0			
Queue Det		0	0		0			0			0		0			
Queue Time		0	0		0			0			0		0			
Bank: 2																
PR. Dets		PE	1A		2A		3A		4A		5A		6A		BU	
TSD		0	0		0		0		0		0		0		0	
TED		0	0		0		0		0		0		0		0	
TTL		0	0		0		0		0		0		0		0	
Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call		False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit		False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit		False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery		False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa
Queue		1	2			3			4			5	6	
Queue Phase		0	0			0			0			0	0	
Queue Det		0	0			0			0			0	0	
Queue Time		0	0			0			0			0	0	

Bank: 3																
PR. Dets	PE	1A			2A			3A			4A			5A		





Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
----------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 2

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 3

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 4

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
-------	---------	----------	------	----------	--------------	---------	-----	-----	--------	--------	----------	--------------	-----------------	----

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Priority 4

<b>N-Lock</b>	<b>Delay</b>	<b>Extend</b>	<b>Default Pattern</b>	<b>Min Grn</b>	<b>Max Grn</b>	<b>No Lockout</b>	<b>LockoutA</b>	<b>LockoutB</b>	<b>Overlap</b>	<b>Pre Grn</b>	<b>Recall</b>	<b>ExCo</b>	<b>Phase</b>	<b>Signal Type</b>	<b>Olp Blankout</b>
False	0	0	253	0	1	0	0	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Dector</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
Detector Number	0	0	0	0	0	0	0	0	0

## Bank: 1

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level</b>	<b>Alt Seq</b>	<b>Min Walk</b>	<b>Freq</b>	<b>Ped Skip</b>	<b>FPF Override</b>	<b>FPW Lvl</b>	<b>CPE</b>	<b>Ped</b>	<b>Method</b>	<b>Return</b>	<b>Ped Wait</b>	<b>Ped Override</b>	<b>Alt Seq Enabled</b>	<b>Fo</b>
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 2

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level</b>	<b>Alt Seq</b>	<b>Min Walk</b>	<b>Freq</b>	<b>Ped Skip</b>	<b>FPF Override</b>	<b>FPW Lvl</b>	<b>CPE</b>	<b>Ped</b>	<b>Method</b>	<b>Return</b>	<b>Ped Wait</b>	<b>Ped Override</b>	<b>Alt Seq Enabled</b>	<b>Fo</b>
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 3

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
-----------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------

TSD	0	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Priority 5

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	Phase	Svc	Signal Type	Olp Blankout
False	0	0	253	0	1	0	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Dector	1	2	3	4	5	6	7	8	9
Detector Number	0	0	0	0	0	0	0	0	0

Bank: 1

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
----------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
-------	---------	----------	------	----------	--------------	---------	-----	-----	--------	--------	----------	--------------	-----------------	----

0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa
---	---	---	---	---	-------	------	-------	-------	---	---	---	---	-------	----

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Priority 6

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	Phase	Svc	Signal Type	Olp Blankout
False	0	0	253	0	1	0	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Dector	1	2	3	4	5	6	7	8	9
Detector Number	0	0	0	0	0	0	0	0	0

## Bank: 1

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 2

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
----------	----	----	----	----	----	----	----	----

TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

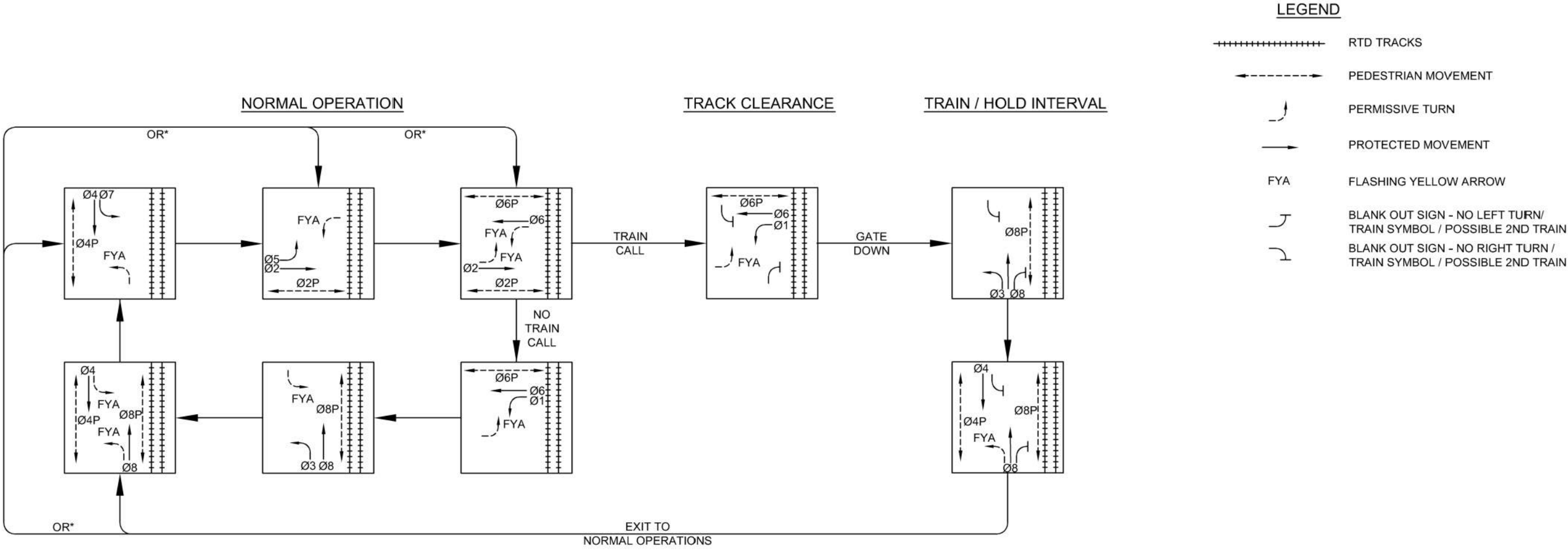
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq Enabled	Fo
0	0	0	0	0	False	True	False	False	0	0	0	0	False	Fa

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

X:\1225 Corridor\PUC EXHIBITS\ALAMEDA AVENUE AND SABLE BOULEVARD.dwg, 6/22/2016 7:52:07 AM, Bluebeam PDF

TRAFFIC SIGNAL PHASE SEQUENCE DIAGRAM



MAP SCHEMATIC

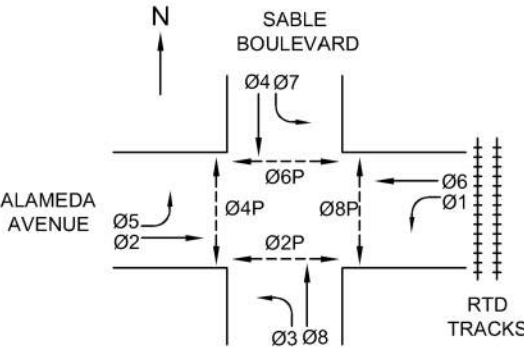


Exhibit D Rev 1 - Traffic Signal Plan (Sheet 2 of 6)

A AMENDED PUC APPLICATION PVF 5/13/2016				DESIGNED BY: NB DATE: 2/25/2016	CHECKED BY: BH DATE: 5/29/2016	FILE NAME:	RTD ENGINEERING DIVISION REGIONAL TRANSPORTATION DISTRICT 1600 BLAKE STREET DENVER, COLORADO 80202 (303) 628-9000	I-225 RAIL LINE RTD FASTRAKS PUC APPLICATION TRAFFIC SIGNAL PHASING DIAGRAM ALAMEDA AVENUE AND SABLE BOULEVARD	SHEET REFERENCE NUMBER: PUC-001
				DRAWN BY: MM DATE: 5/26/2016	APPROVED BY: PVF DATE: 5/29/2016	HORZ SCALE: NTS			
						VERT SCALE: NTS			
NO.	REVISIONS	BY	DATE						

# SEPAC ECOM All Data

1/3/2018  
1:55:14PM

Intersection Name: **AlamSableFYA 10.1.26.200**

Intersection Alias: **221**

## Access Data

1 :1200 Baud  
3 :19200 Baud

Access Code: **9999**

Channel:

Address: **1**

Revision: **3.56e**

IP Address: **10.1.26.200**

## Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	1-Inact	1-Inact	1-Inact	2-Red	1-Inact	1-Inact	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

## PHASE DATA

Vehical Basic Timings								Misc Timings				Pedestrian Timings							
Min						All		Green	Yellow	Offset	Walk	Bike		Ped	Alt	Ped	Flash	Ext	Actuated
Phase	Green	Passage	Max1	Max2	Yellow	Red		Delay	Delay	Time	Mode	Green	Psg	Walk	Clr	Walk	Clr	Ped	Rest in
<b>Phase Data Bank: 1</b>																			
1	5	2.0	19	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	0	0	0	No	0	No
2	5	2.0	45	0	4.0	2.0		0.0	0.0	0	0-Advance	0	0	5	23	0	0	No	0
3	5	2.0	15	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
4	5	2.0	39	0	4.0	2.0		0.0	0.0	0	0-Advance	0	0	5	29	0	0	No	0
5	5	2.0	20	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
6	5	2.0	56	0	4.0	2.0		0.0	0.0	0	0-Advance	0	0	5	22	0	0	No	0
7	5	2.0	10	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
8	5	2.0	39	0	4.0	2.0		0.0	0.0	0	0-Advance	0	0	5	30	0	0	No	0
9	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
10	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
11	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
12	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
13	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
14	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
15	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
16	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
<b>Phase Data Bank: 2</b>																			
1	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
2	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
3	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
4	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
5	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
6	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
7	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
8	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
9	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
10	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
11	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
12	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
13	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
14	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
15	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
16	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
<b>Phase Data Bank: 3</b>																			
1	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
2	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
3	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0



4	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
<b>Phase Data Bank: 4</b>																				
1	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
2	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
4	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No

Vehicle Density Timings							General Control				Miscellaneous				No	Special Sequence		
	Added	Max	Time	Car	Time								Last		Simu			
Ph.	Initial	Initial	B4	B4	To	Min	Non-Act	Veh	Ped	Recall	Non	Dual	Car	Condit	Gap	Omit	Minus	Omit
			Redu	Redu	Redu	Gap	Response	Recall	Recall	Delay	Lock	Entry	Pass	Service	Out		Yel	Call
Phase Data Bank: 1																		
1	0.0	0	0	0	0	0.0	None	Max	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	Max	None	0	Yes	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	Max	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	Max	None	0	Yes	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	Max	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

[illegible]

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
----	-----	---	---	---	---	-----	------	------	------	---	----	----	----	----	----	---	---	---

Vehical Detector Phase Assignment						Pedestrian Detector						Special Detector Phase Assignment					
	Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay
Veh Det:1	2	Veh	0	0.0	0	Ped Det:1	2	Ped	0	0.0	0	<b>Default Data</b>					
Veh Det:2	2	Veh	0	0.0	5	Ped Det:2	4	Ped	0	0.0	0						
Veh Det:3	5	Veh	0	0.0	0	Ped Det:3	6	Ped	0	0.0	0						
Veh Det:5	4	Veh	0	0.0	0	Ped Det:4	8	Ped	0	0.0	0						
Veh Det:6	4	Veh	0	0.0	5												
Veh Det:7	7	Veh	0	0.0	0												
Veh Det:9	6	Veh	0	0.0	0												
Veh Det:10	6	Veh	0	0.0	5												
Veh Det:11	1	Veh	0	0.0	0												
Veh Det:13	8	Veh	0	0.0	0												
Veh Det:14	8	Veh	0	0.0	5												
Veh Det:15	3	Veh	0	0.0	0												

Unit Data

General Control

Startup Time:	5 sec		Input	Output
Startup State:	All Red	Ring	Respons	Selection
Red Revert:	40.0 sec	1	Ring 1	Ring 1
Auto Ped Clr:	No	2	Ring 2	Ring 2
Stop T Reset:	No	3	None	None
Alt Sequence:	9	4	None	None
Special Seq:	0-Standard			
I/O Modes:				
ABC Input(Entry) Modes: 0		D Input(Entry) Modes: 2		
ABC Output(O/STS) Modes: 0		D Output(O/STS) Modes: 0		

Remote Flash

Test A = Flash			Default Data - No Flash
Phase	Entry	Exit	
Default Data - No Flash			

Overlaps

	Overlaps															
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Start Green

									Overlaps							
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)					2	4	6	8								

Stop Green Yel

Yel									Overlaps							
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)					1	3	5	7								

Minus PED

	Overlaps															
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Ring			Phase(s)																
Phase	Ring	Next Phase	Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2		1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
2	1	3		5	5	7	7	2	2	4	4								
3	1	4		6	6	8	8	5	6	7	8								
4	1	1																	
5	2	6																	
6	2	7																	
7	2	8																	
8	2	5																	

## Alternate Sequences

	Ph. Pair 1	Ph. Pair 2	Ph. Pair 3	Ph. Pair 4
Alt. Seq. 1	1/2			
Alt. Seq. 2	3/4			
Alt. Seq. 3	1/2	3/4		
Alt. Seq. 4	5/6			
Alt. Seq. 5	1/2	5/6		
Alt. Seq. 6	3/4	5/6		
Alt. Seq. 7	1/2	3/4	5/6	
Alt. Seq. 8	7/8			
Alt. Seq. 9	2/1	8/7		
Alt. Seq. 10	3/4	7/8		
Alt. Seq. 11	1/2	3/4	7/8	
Alt. Seq. 12	5/6	7/8		
Alt. Seq. 13	1/2	5/6	7/8	
Alt. Seq. 14	3/4	5/6	7/8	
Alt. Seq. 15	1/2	3/4	5/6	7/8

## Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40
0	Used	No	No
1	Used	No	No
8	Used	No	No
9	Used	No	No
16	Used	No	No
18	Used	No	No

## Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW
21	37 - Overlap E	21 - Phase 1 ONC
22	38 - Overlap F	22 - Phase 2 ONC
23	39 - Overlap G	23 - Phase 3 ONC
24	40 - Overlap H	24 - Phase 4 ONC

## Coordination Data

### General Coordination Data

**Operation Mode:** 1=Auto

**Coordination Mode:** 0=Permissive

**Maximun Mode:** 0=Inhibit

**Correction Mode:** 3=Short Way Plus

**Offset Mode:** 1=End Grn

**Force Mode:** 0=Plan

**Max Dwell Time:** 0

**Yield Period:** 0

**Manual Dial:** 1

**Manual Split:** 1

**Manual Offset:** 1

**Dial/Split**

**Cycle**

1/1

132

2/1

150

2/2

150

3/1

132

Split Times and Phase Modes											
Dial 1 / Split 1											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	3=Max Recall	2	49	1=Coordinate	3	14	0=Actuated	4	45	5=Ped & Max
5	14	0=Actuated	6	59	1=Coordinate	7	14	0=Actuated	8	45	5=Ped & Max
Dial 2 / Split 1											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	3=Max Recall	2	64	1=Coordinate	3	17	0=Actuated	4	45	5=Ped & Max
5	22	0=Actuated	6	66	1=Coordinate	7	17	0=Actuated	8	45	5=Ped & Max
Dial 2 / Split 2											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	3=Max Recall	2	66	1=Coordinate	3	18	0=Actuated	4	42	5=Ped & Max
5	25	0=Actuated	6	65	1=Coordinate	7	15	0=Actuated	8	45	5=Ped & Max
Dial 3 / Split 1											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	3=Max Recall	2	47	1=Coordinate	3	14	0=Actuated	4	47	5=Ped & Max
5	19	0=Actuated	6	52	1=Coordinate	7	16	0=Actuated	8	45	5=Ped & Max

Traffic Plan Data

Plan: 1/1/1	Offset Time: 104 Mode: 0=Normal	Alternat Sequence: 9 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 129 Mode: 0=Normal	Alternat Sequence: 9 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 107 Mode: 0=Normal	Alternat Sequence: 9 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 2 Mode: 0=Normal	Alternat Sequence: 9 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0



Local TBC Data

Start of Daylight Saving    Month: 3    Week: 2    Cycle Zero Reference    Hours: 24    Min: 0  
End of Daylight Saving    Month: 11    Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

				PHASE FUNCTION																
Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	1	8:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	1	20:30	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	2	6:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	2	9:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	2	15:0	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	2	19:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	2	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	7	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	7	7:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	7	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUX. Events

Event	Program		Hour	Min.	Aux Ouputs			Det.	Det.	Det.	Dimming	Special Function Outputs							
	Day				1	2	3	Diag.	Rpt.	Mult100		1	2	3	4	5	6	7	8
								D1	D2	D3									
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Default Data - No Special Day(s) or Week(s) Programmed

### Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

### Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

### Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

### Ped Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

### Veh Det Coord ReSvc

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

### Function Phase Recall

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Veh Det Ped Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Veh Det Bike Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Vehicle Function																
Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overlap Function																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Dimming Data																
Default Data - No Dimming Programmed																

Lane Defination																
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound										
Default Data - Lane Defination																
<div><div>program_day</div><div>program_hour</div><div>program_minute</div><div>LanePhFun</div></div>																

Preemption Data

General Preemption Data		
Preempt > Flash	Preempt 2 = Preempt 3	Preempt 4 > Preempt 5
Preempt 1 > Preempt 2	Preempt 3 > Preempt 4	Preempt 5 > Preempt 6

Preempt	Preempt Timers											Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red
1	Yes	0	0	5	0	0	1	1	0	0	0	0	40	20	0	0	40	20	5	0	40	20
2	Yes	0	0	5	0	0	1	1	1	0	0	30	40	20	62	0	40	20	5	0	40	20
3	Yes	0	0	0	0	0	1	1	1	0	0	30	40	20	0	0	40	20	19	0	40	20
4	Yes	0	75	0	0	0	1	1	0	0	0	0	40	20	0	0	40	20	5	0	40	20
5	Yes	0	41	0	0	0	1	1	0	0	0	0	40	20	0	0	40	20	5	0	40	20
6	No	0	0	0	0	0	0	0	0	0	0	0	40	20	0	0	40	20	0	0	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
2	Yes	No	2	Yes	No	2	Yes	No				4	Yes	No			
6	Yes	No	6	Yes	No	6	Yes	No				8	Yes	No			

Priority Timers																
Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap		
														Signal Type	Blankout	
1	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output	
2	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output	
3	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output	
4	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output	
5	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output	
6	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output	

Priority Detector Channels

Priority 1									
Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority 2									
Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority 3									
Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority 4									
Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority 5									
Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority 6									
Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

# Priority Fixed Phases

Priority

1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Legend:

0

1

CO-PHASE

FALSE

TRUE

QJ-PHASE

**Priority Bank**

Priority 1

Priority Bank : 1 Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority False  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 0-Cycle  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority False  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 0-Cycle  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority False  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 0-Cycle  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority False  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 0-Cycle  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 2

Priority Bank : 1

Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority False  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 0-Cycle  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority False  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 0-Cycle  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority False  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 0-Cycle  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 3

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 4

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 5

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 6

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Codes: 0 X  
FALSE TRUE

<p><b>Priority : 1</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 2</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 3</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>
<p><b>Priority : 4</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 5</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 6</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>

<b>Priority : 1</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>									<b>Priority : 2</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>								
<b>Priority : 3</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>									<b>Priority : 4</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>								
<b>Priority : 5</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>									<b>Priority : 6</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>								

### Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
3	Red	Red	Actuated	4	Don't Walk	Don't Walk	Actuated	F	Red	Red	Actuated	No Trail
4	Red	Red	Actuated	8	Don't Walk	Don't Walk	Actuated	G	Red	Red	Actuated	No Trail
5	Red	Red	Actuated									
8	Red	Red	Actuated									

Preempt 2												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
1	Green	Red	No	4	Don't Wk	Don't Wk	Actuated	F	Red	Red	Actuated	No Trail
3	Red	Red	Actuated	8	Don't Wk	Don't Wk	Actuated	E	Flash Grn	Red	No	No Trail
4	Red	Red	Actuated					G	Flash Grn	Red	Actuated	No Trail
5	Red	Red	Actuated									
6	Green	Red	No									
8	Red	Red	Actuated									

Preempt 3												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
1	Red	Green	No					E	Red	Flash Grn	No	No Trail
6	Red	Green	No	Default Data				G	Red	Flash Grn	No	No Trail

Preempt 4												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
1	Red	Green	No					E	Red	Flash Grn	No	No Trail
6	Red	Green	No	Default Data				G	Red	Flash Grn	No	No Trail

Preempt 5												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
4	Red	Green	No	4	Don't Wk	Don't Wk	Actuated	F	Red	Flash Grn	No	No Trail
8	Red	Green	No	8	Don't Wk	Don't Wk	Actuated	H	Red	Flash Grn	No	No Trail

Preempt 6												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data		Default Data		Default Data	
System/Detectors Data					
Local Critical Alarms				Revert to Backup: 15	1st Phone:
Local Free: No	Cycle Failure: No	Coord Failure: No	Conflict Flash: Yes	Remote Flash: Yes	2nd Phone:
Local Fash: Yes	Cycle Fault: Yes	Coord Fault: Yes	Premption: Yes	Voltage Monitor: Yes	
Special Status 1: No	Special Status 2: No	Special Status 3: No	Special Status 4: No	Special Status 5: No	Special Status 6: No

Traffic Responsive												
System	Detector		Veh/	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Name	Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor

Default Data				Default Data				Default Data				
Sample Interval:				Queue: 1				Queue:				
				Input Selection: 0=Average				Level				
				Detector Failed Level : 0				Enter				
				Queue: 2				Leave				
				Input Selection: 0=Average				Dial / Split / Offset				
				Detector Failed Level : 0				/ /				

Vehical Detector				Vehical Detector				Special Detector				
Diagnostic Value 0				Diagnostic Value 1				Diagnostic Value 0				
Max				Max				Max				
No				No				No				
Erratic				Erratic				Erratic				
Detector	Presence	Activity	Count	Detector	Presence	Activity	Count	Detector	Presence	Activity	Count	Count

Default Data - Diag 0 Values				Default Data - No Diag 1 Values				Default Data - No Diag 0 Valu				
------------------------------	--	--	--	---------------------------------	--	--	--	-------------------------------	--	--	--	--

Pedestrian Detector			
Diagnostic Value 0			
	Max	No	Erratic
Detector	Presence	Activity	Count

Pedestrian Detector			
Diagnostic Value 1			
	Max	No	Erratic
Detector	Presence	Activity	Count

Special Detector			
Diagnostic Value 1			
	Max	No	Erratic
Detector	Presence	Activity	Count

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:  
Detector 1    Detector\_2    Distance :

Default Data

Volume Detector Data

Report Interval            15  
Volume    Controller  
Detector    Detector  
Number    Channel

Default Data

Default Data - No Diag 1 Values

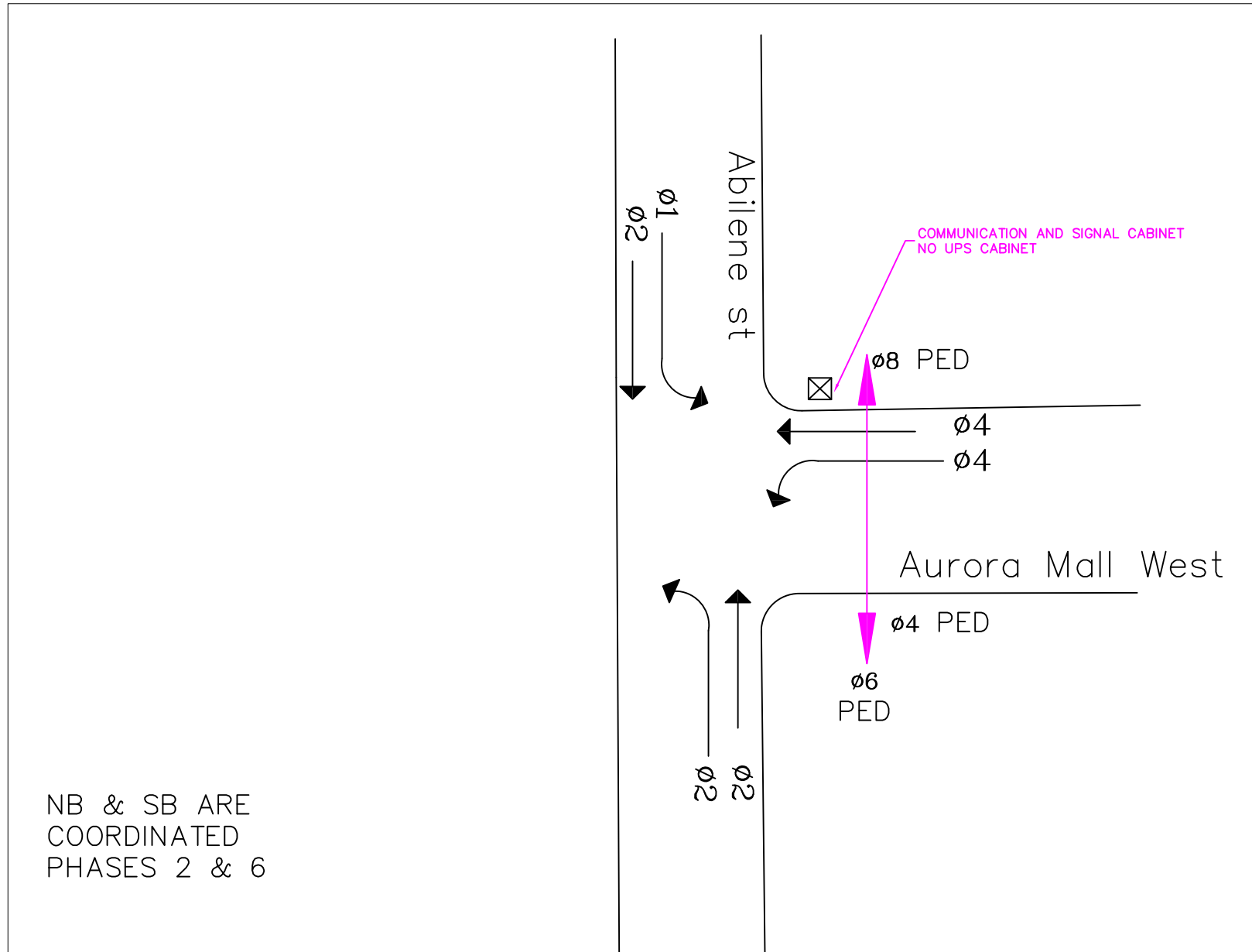
Dial/Split/Offset  
//

Default Data

Default Data - No Diag 1 Values

Speed Trap            Speed Trap  
Low Treshold        High Treshold

AURORA MALL WEST – ABILENE ST – ABILENE ST PHASING DIAGRAM  
INTERSECTION #376





# SEPAC ECOM All Data

6/25/2019

12:41:13PM

Intersection Name: **AbileneAuroraMallWest Non Sys**

Intersection Alias: **376**

## Access Data

1 :1200 Baud

3 :1200 Baud

Access Code: **9999**

Channel:

Address:

Revision: **3.32m**

IP Address:

## Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	3-Yel	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

## PHASE DATA

Vehical Basic Timings								Misc Timings				Pedestrian Timings				Alt				Actuated
Min						All		Green	Yellow	Offset	Offset	Bike	Bike	Ped	Alt	Ped	Flash	Ext	Rest in	
Phase	Green	Passage	Max1	Max2	Yellow	Red		Delay	Delay	Time	Mode	Green	Psg	Walk	Clr	Walk	Clr	Walk	Ped Clr	Walk
1	3	1.5	15	0	3.0	1.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
2	10	3.0	35	0	4.0	2.0		0.0	0.0	0	0-Advance	0.0	0.0	5	18	0	0	No	0	No
3	0	0.0	0	0	4.0	1.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
4	5	2.0	25	0	3.0	2.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
5	0	0.0	0	0	4.0	1.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
6	0	0.0	0	0	4.0	2.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
7	0	0.0	0	0	4.0	1.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
8	0	0.0	0	0	4.0	2.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No

## Vehicle Density Timings

Vehicle Density Timings							General Control				Miscellaneous					No	Special Sequence		
Ph.	Added	Max	Time	Car	Time	Min	Non-Act	Veh	Ped	Recall	Non	Dual	Last	Condit	Simu	Gap	Omit	Minus	Omit
	Initial	Initial	B4	B4	To	Gap	Response	Recall	Recall	Delay	Lock	Entry	Car	Service	Out			Yel	Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0	
2	0.0	0	0	0	0	0.0	NonActI	Max	None	0	No	No	No	No	No	0	0	0	
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
4	0.0	0	0	0	0	0.0	NonActII	None	None	0	Yes	No	No	No	No	0	0	0	
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
6	0.0	0	0	0	0	0.0	NonActI	None	None	0	No	No	No	No	No	0	0	0	
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
8	0.0	0	0	0	0	0.0	NonActII	None	None	0	No	No	No	No	No	0	0	0	
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	

15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment						Pedestrian Detector						Special Detector Phase Assignment					
	Assign		Switch				Assign		Switch				Assign		Switch		
	Phase	Mode	Phase	Extend	Delay		Phase	Mode	Phase	Extend	Delay		Phase	Mode	Phase	Extend	Delay
Veh Det:1	1	Veh	0	0.0	2	Ped Det:1	2	Ped	0	0.0	0	:	Default Data				
Veh Det:2	1	Veh	0	0.0	8												
Veh Det:3	4	Veh	0	0.0	0												

Unit Data

General Control

Startup Time:	6 sec		Input	Output
Startup State:	All Red	Ring	Respons	Selection
Red Revert:	4.0 sec	1	Ring 1	Ring 1
Auto Ped Clr:	No	2	Ring 2	Ring 2
Stop T Reset:	No	3	None	None
Alt Sequence:	0	4	None	None
Special Seq:	0-Standard			
I/O Modes:				
ABC Input(Entry) Modes: 0		D Input(Entry) Modes: 2		
ABC Output(O/STS) Modes: 0		D Output(O/STS) Modes: 0		

Remote Flash

Test A = Flash			Default Data - No Flash
Phase	Entry	Exit	
Default Data - No Flash			

Overlaps

Overlaps																
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	1															
	2															

Start Green

Overlaps																
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Ring

Ring			Phase(s)																
Phase	Ring	Next Phase	Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2		1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
2	1	3		5	5	7	7	2	2	4	4								
4	1	1		6	6	8	8	5	6	7	8								

## Alternate Sequences

	Ph. Pair 1	Ph. Pair 2	Ph. Pair 3	Ph. Pair 4
Alt. Seq. 1	1/2			
Alt. Seq. 2	3/4			
Alt. Seq. 3	1/2	3/4		
Alt. Seq. 4	5/6			
Alt. Seq. 5	1/2	5/6		
Alt. Seq. 6	3/4	5/6		
Alt. Seq. 7	1/2	3/4	5/6	
Alt. Seq. 8	7/8			
Alt. Seq. 9	1/2	7/8		
Alt. Seq. 10	3/4	7/8		
Alt. Seq. 11	1/2	3/4	7/8	
Alt. Seq. 12	5/6	7/8		
Alt. Seq. 13	1/2	5/6	7/8	
Alt. Seq. 14	3/4	5/6	7/8	
Alt. Seq. 15	1/2	3/4	5/6	7/8

## Port 1 Data

BIU Addr	Port Status	Basic Det	Message
			40
0	Used	No	No
1	Used	No	No
8	Used	No	No
16	Used	No	No

## Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	18 - Ped Phase 2	5 - Phase 5 RYG
6	20 - Ped Phase 4	6 - Phase 6 RYG
7	33 - Overlap A	7 - Phase 7 RYG
8	0 - None	8 - Phase 8 RYG
9	0 - None	10 - Phase 2 DPW
10	0 - None	12 - Phase 4 DPW
11	0 - None	14 - Phase 6 DPW
12	0 - None	16 - Phase 8 DPW
13	0 - None	17 - Overlap A RYG
14	0 - None	18 - Overlap B RYG
15	0 - None	19 - Overlap C RYG
16	0 - None	20 - Overlap D RYG
17	0 - None	9 - Phase 1 DPW
18	0 - None	11 - Phase 3 DPW
19	0 - None	13 - Phase 5 DPW
20	0 - None	15 - Phase 7 DPW

## Coordination Data

### General Coordination Data

**Operation Mode:** 1=Auto

**Coordination Mode:** 0=Permissive

**Maximun Mode:** 0=Inhibit

**Correction Mode:** 3=Short Way Plus

**Offset Mode:** 1=End Grn

**Force Mode:** 1=Cycle

**Max Dwell Time:** 0

**Yield Period:** 0

**Manual Dial:** 1

**Manual Split:** 1

**Manual Offset:** 1

**Dial/Split**

**Cycle**

1/1

140

2/1

80

2/2

80

3/1

135

## Split Times and Phase Modes

### Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	80	1=Coordinate	4	40	0=Actuated			

### Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	10	0=Actuated	2	59	1=Coordinate	4	11	0=Actuated			

### Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	31	0=Actuated	2	33	1=Coordinate	4	16	0=Actuated			

### Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	12	0=Actuated	2	103	1=Coordinate	4	20	0=Actuated			

<b>Traffic Plan Data</b>					
Plan: 1/1/1	Offset Time: 114 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 7 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 52 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 126 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

<b>Local TBC Data</b>						<div> <div>Source</div> <div>Day</div> </div> <div> <div>Equate Days</div> <div>1234567</div> </div>							
Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0	2	3	4	5	6	0	0	0
End of Daylight Saving	Month: 11	Week: 1											

Traffic Data					PHASE FUNCTION															
<u>Event</u>	<u>Day</u>	<u>Time</u>	<u>D/S/O</u>	<u>flash</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>
1	1	8:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	1	20:30	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	2	6:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	2	9:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	2	15:0	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	2	19:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	2	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	7	7:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	7	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	10	7:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	10	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUX. Events																		
				Aux Ouputs			Det. Diag.	Det. Rpt.	Det. Mult100	Special Function Outputs								
Event	Program Day	Hour	Min.	1	2	3	D1	D2	D3	Dimming	1	2	3	4	5	6	7	8
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

<b>Special Functions</b>																
Function	<u>SF1</u>	<u>SF2</u>	<u>SF3</u>	<u>SF4</u>	<u>SF5</u>	<u>SF6</u>	<u>SF7</u>	<u>SF8</u>	<u>SF9</u>	<u>SF10</u>	<u>SF11</u>	<u>SF12</u>	<u>SF13</u>	<u>SF14</u>	<u>SF15</u>	SF16
Special Function 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Phase Function</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Phase Omit</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Ped Omit</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Veh Det Coord ReSvc</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Function Phase Recall</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Phase Min Recall</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Veh Det Ped Recall</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Veh Det Bike Recall</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Vehicle Function</u>																
<u>Veh Det Switch Omit</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Veh Det Switch Now</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Veh Det Switch Also</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Overlap Function</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Dimming Data</b>																
<b>Default Data - No Dimming Programmed</b>																
<b>Lane Definition</b>																
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound										
<b>Default Data - Lane Definition</b>																
<div><div>program</div><div>day</div><div>program</div><div>hour</div><div>program</div><div>minute</div><div>LanePhFun</div></div>																

Preemption Data

General Preemption Data											
Flash > Preempt				Preempt 2 = Preempt 3				Preempt 4 = Preempt 5			
Preempt 1 = Preempt 2				Preempt 3 = Preempt 4				Preempt 5 = Preempt 6			

Preempt	NLock	Link to Pmpt	Preempt Timers			Max Call	Lock-Out	De Boun ce	Gate Ext	Min G   W	Select Ped			Track				Dwell Green	Return Ped			Sel Ret Mode
			Del	Ext	Dur						Clear	Yel	Red	Grn	Ped	Yel	Red		Clear	Yel	Red	
1	N	0	0	0	5	135	0	0.0	0	0	0	0.0	0.0	0	0	0.0	0.0	5	0	0.0	0.0	
2	N	0	0	0	5	135	0	0.0	0	0	0	0.0	0.0	0	0	0.0	0.0	5	0	0.0	0.0	
3	N	0	0	0	0	0	0	0.0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	
4	N	0	0	0	0	0	0	0.0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	
5	N	0	0	0	0	0	0	0.0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	
6	N	0	0	0	0	0	0	0.0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
2	Yes	No	4	Yes	No	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
						2	Yes	Yes	2	Yes	Yes	2	Yes	Yes	2	Yes	Yes
						3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
						4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
						5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
						6	Yes	Yes	6	Yes	Yes	6	Yes	Yes	6	Yes	Yes
						7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
						8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers																	
Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap			
														Signal Type		Blankout	

Priority Detector Channels

Priority  
Detector

Priority Fixed Phases

Priority

Legend:                      0                      1  
CO-PHASE                      FALSE                      TRUE  
QJ-PHASE



Priority

Priority Bank :

Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

<div>Priority :</div> <div>Priority Bank : Queue Phase    Detector    Time</div> <div>Default data</div>	<div>Priority :</div> <div>Priority Bank : Queue Phase    Detector    Time</div> <div>Default data</div>	<div>Priority :</div> <div>Priority Bank : Queue Phase    Detector    Time</div> <div>Default data</div>
<div>Priority :</div> <div>Priority Bank : Queue Phase    Detector    Time</div> <div>Default data</div>	<div>Priority :</div> <div>Priority Bank : Queue Phase    Detector    Time</div> <div>Default data</div>	<div>Priority :</div> <div>Priority Bank : Queue Phase    Detector    Time</div> <div>Default data</div>

<div>Priority :</div> <div>Bank Detector    PE    1A    2A    3A    4A    5A    6A    B</div> <div>Default Data</div>	<div>Priority :</div> <div>Bank Detector    PE    1A    2A    3A    4A    5A    6A    B</div> <div>Default Data</div>
<div>Priority :</div> <div>Bank Detector    PE    1A    2A    3A    4A    5A    6A    B</div> <div>Default Data</div>	<div>Priority :</div> <div>Bank Detector    PE    1A    2A    3A    4A    5A    6A    B</div> <div>Default Data</div>
<div>Priority :</div> <div>Bank Detector    PE    1A    2A    3A    4A    5A    6A    B</div> <div>Default Data</div>	<div>Priority :</div> <div>Bank Detector    PE    1A    2A    3A    4A    5A    6A    B</div> <div>Default Data</div>

<b>Preempt 1</b>												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
1	Red	Green	No					A	Red	Green	No	
<b>Default Data</b>												

<b>Preempt 2</b>												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
2	Red	Green	No					A	Red	Grn	No	
<b>Default Data</b>												

<b>Preempt 3</b>												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
<b>Default Data</b>												
<b>Default Data</b>												
<b>Default Data</b>												

<b>Preempt 4</b>												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
<b>Default Data</b>												
<b>Default Data</b>												
<b>Default Data</b>												

<b>Preempt 5</b>												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
<b>Default Data</b>												
<b>Default Data</b>												
<b>Default Data</b>												

<b>Preempt 6</b>												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
<b>Default Data</b>												
<b>Default Data</b>												
<b>Default Data</b>												

<b>System/Detectors Data</b>												
Local Critical Alarms												
Revert to Backup: 15												
1st Phone:												
2nd Phone:												
Local Free: No    Cycle Failure: No    Coord Failure: No    Conflict Flash: Yes    Remote Flash: Yes												
Local Fash: Yes    Cycle Fault: Yes    Coord Fault: Yes    Premption: Yes    Voltage Monitor: Yes												
Special Status 1: No    Special Status 2: No    Special Status 3: No    Special Status 4: No    Special Status 5: No    Special Status 6: No												

<b>Traffic Responsive</b>												
System	Detector		Veh/	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Name	Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor
<b>Default Data</b>												
Sample Interval: 0												
<b>Queue: 1</b>												
Input Selection: 0=Average												
Detector Failed Level : 0												
<b>Queue: 2</b>												
Input Selection: 0=Average												
Detector Failed Level : 0												
<b>Default Data</b>												
<b>Queue:</b>												
Level    Enter    Leave    Dial / Split / Offset												
/ /												
<b>Default Data</b>												

**Vehical Detector**

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	45	0	0
2	45	0	0
3	45	0	0
4	45	0	0
5	45	0	0
6	45	0	0
7	45	0	0
8	45	0	0
9	45	0	0
10	45	0	0
11	45	0	0
12	45	0	0
13	45	0	0
14	45	0	0
15	45	0	0
16	45	0	0
17	45	0	0
18	45	0	0
19	45	0	0
20	45	0	0
21	45	0	0
22	45	0	0
23	45	0	0
24	45	0	0
25	45	0	0
26	45	0	0
27	45	0	0
28	45	0	0
29	45	0	0
30	45	0	0
31	45	0	0
32	45	0	0
33	45	0	0
34	45	0	0
35	45	0	0
36	45	0	0
37	45	0	0
38	45	0	0
39	45	0	0
40	45	0	0
41	45	0	0
42	45	0	0
43	45	0	0
44	45	0	0
45	45	0	0
46	45	0	0
47	45	0	0
48	45	0	0
49	45	0	0
50	45	0	0
51	45	0	0
52	45	0	0
53	45	0	0
54	45	0	0

**Vehical Detector**

Diagnostic Value 1

**Default Data - No Diag 1 Values**

Detector	Max Presence	No Activity	Erratic Count
1	45	0	0
2	45	0	0
3	45	0	0
4	45	0	0
5	45	0	0
6	45	0	0
7	45	0	0
8	45	0	0
9	45	0	0
10	45	0	0
11	45	0	0
12	45	0	0
13	45	0	0
14	45	0	0
15	45	0	0
16	45	0	0
17	45	0	0
18	45	0	0
19	45	0	0
20	45	0	0
21	45	0	0
22	45	0	0
23	45	0	0
24	45	0	0
25	45	0	0
26	45	0	0
27	45	0	0
28	45	0	0
29	45	0	0
30	45	0	0
31	45	0	0
32	45	0	0
33	45	0	0
34	45	0	0
35	45	0	0
36	45	0	0
37	45	0	0
38	45	0	0
39	45	0	0
40	45	0	0
41	45	0	0
42	45	0	0
43	45	0	0
44	45	0	0
45	45	0	0
46	45	0	0
47	45	0	0
48	45	0	0
49	45	0	0
50	45	0	0
51	45	0	0
52	45	0	0
53	45	0	0
54	45	0	0

**Special Detector**

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	45	0	0
2	45	0	0
3	45	0	0
4	45	0	0
5	45	0	0
6	45	0	0
7	45	0	0
8	45	0	0

55	45	0	0
56	45	0	0
57	45	0	0
58	45	0	0
59	45	0	0
60	45	0	0
61	45	0	0
62	45	0	0
63	45	0	0
64	45	0	0

**Pedestrian Detector**

Diagnostic Value 0			
Detector	Max Presence	No Activity	Erratic Count
1	45	0	0
2	45	0	0
3	45	0	0
4	45	0	0
5	45	0	0
6	45	0	0
7	45	0	0
8	45	0	0

**Pedestrian Detector**

Diagnostic Value 1			
Detector	Max Presence	No Activity	Erratic Count
Default Data - No Diag 1 Values			

**Special Detector**

Diagnostic Value 1			
Detector	Max Presence	No Activity	Erratic Count
Default Data - No Diag 1 Values			

**Speed Trap Data**

Speed Trap:

Measurement:		
Detector 1	Detector_2	Distance :

Dial/Split/Offset  
//

**Default Data**

Speed Trap	Speed Trap
Low Treshold	High Treshold

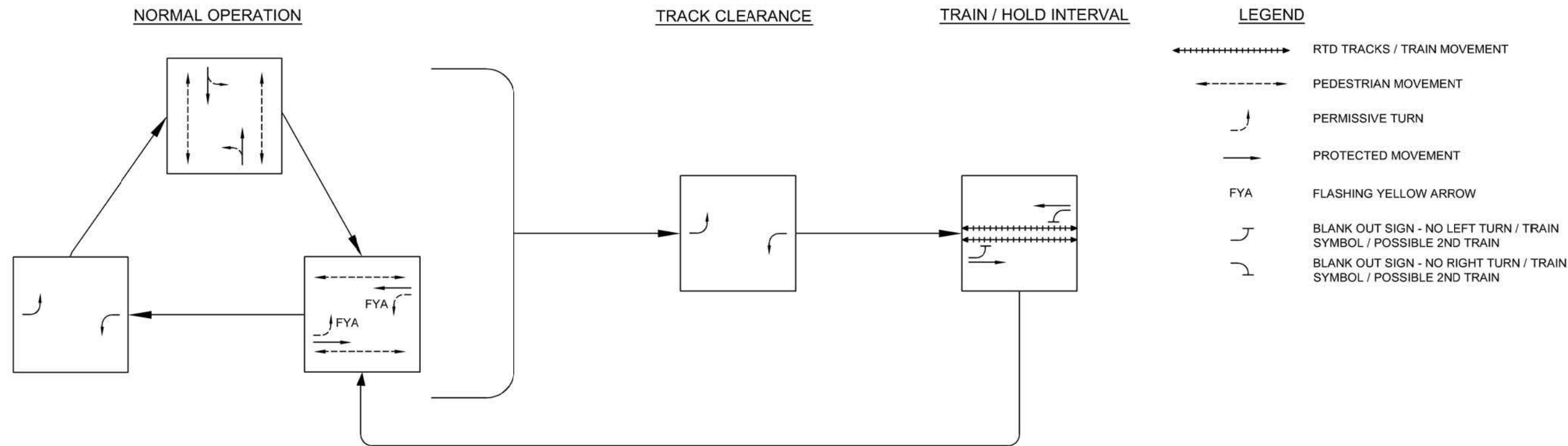
**Default Data**

**Volume Detector Data**

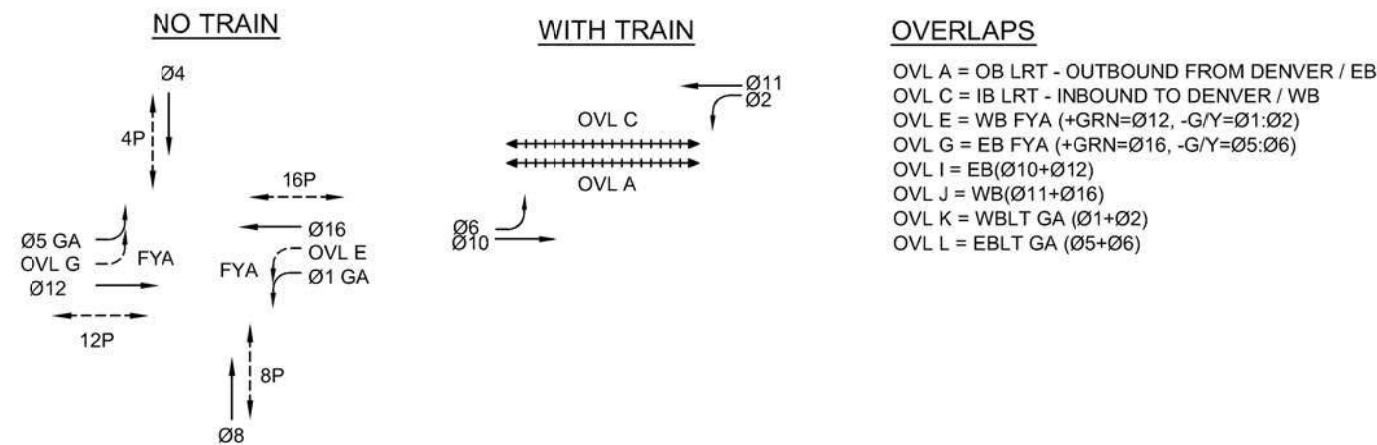
Report Interval		15
Volume	Controller	
Detector	Detector	
Number	Channel	

**Default Data**

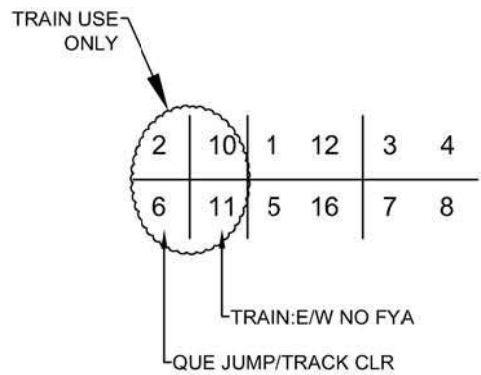
TRAFFIC SIGNAL PHASE SEQUENCE DIAGRAM



TRAFFIC SIGNAL PHASING AND MOVEMENT DIAGRAM



RING AND BARRIER DIAGRAM



MAP SCHEMATIC

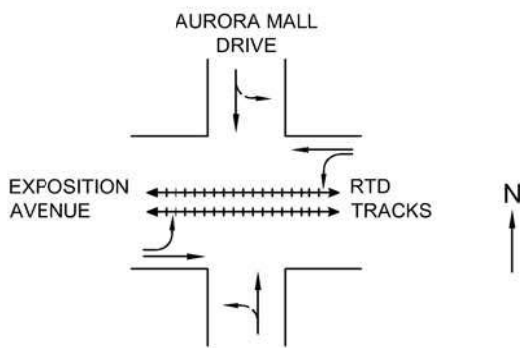


Exhibit D Rev 1 - Traffic Signal Plan (Sheet 2 of 17)

A		AMENDED PUC APPLICATION		PVF		3/18/2016		DESIGNED BY: NB		DATE: 2/25/2016		CHECKED BY: BH		DATE: 3/25/2016		FILE NAME:		<div>RTD ENGINEERING DIVISION</div> <div>REGIONAL TRANSPORTATION DISTRICT 1600 BLAKE STREET DENVER, COLORADO 80202 (303) 628-9000</div>	<div>I-225 RAIL LINE RTD FASTRACKS</div> <div>PUC APPLICATION TRAFFIC SIGNAL PHASING DIAGRAMS EXPOSITION AVENUE AND AURORA MALL DRIVE</div>	<div>SHEET REFERENCE NUMBER: PUC-001</div>
								DRAWN BY: MM		DATE: 3/22/2016		APPROVED BY: PVF		DATE: 3/25/2016		HORZ. SCALE: NTS				
														VERT. SCALE: NTS						
NO.		REVISIONS		BY		DATE														

X:\1225 Corridor\PUC EXHIBITS\TOWNCENTER AND EXPOSITION.dwg, 4/13/2016 1:10:09 PM, Bluebeam PDF

# SEPAC ECOM All Data

1/23/2018

12:31:23PM

Intersection Name: **ExpositionTowncenter10.1.28.20**

Intersection Alias: **342**

## Access Data

1 :1200 Baud  
3 :19200 Baud

Access Code: **9999**

Channel:

Address: **1**

Revision: **3.56e**

IP Address: **10.1.28.20**

## Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	1-Inact	0-None	1-Inact	1-Inact	1-Inact	0-None	1-Inact	0-None	1-Inact	1-Inact	3-Yel	0-None	0-None	0-None	3-Yel

## PHASE DATA

Vehical Basic Timings								Misc Timings				Pedestrian Timings							
								Walk		Walk				Alt		Alt		Actuated	
Min	Green	Passage	Max1	Max2	Yellow	All	Red	Green	Yellow	Offset	Offset	Bike	Bike	Ped	Alt	Ped	Flash	Ext	Rest in
Phase	Green	Passage	Max1	Max2	Yellow	Red		Delay	Delay	Time	Mode	Green	Psg	Walk	Clr	Walk	Clr	Ped	Walk
<b>Phase Data Bank: 1</b>																			
1	10	3.0	15	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
2	10	3.0	50	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
3	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
4	5	2.0	30	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	5	24	0	0	No	0
5	10	3.0	15	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
6	10	3.0	50	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
7	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
8	5	2.0	30	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	5	24	0	0	No	0
9	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
10	10	3.0	40	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
11	10	3.0	40	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
12	10	5.0	40	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	5	11	0	0	No	0
13	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
14	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
15	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
16	10	5.0	40	0	3.0	2.0		0.0	0.0	0	0-Advance	0	0	5	20	0	0	No	0
<b>Phase Data Bank: 2</b>																			
1	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
2	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
3	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
4	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
5	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
6	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
7	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
8	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
9	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
10	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
11	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
12	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
13	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
14	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
15	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
16	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
<b>Phase Data Bank: 3</b>																			
1	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
2	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0
3	0	0.0	0	0	3.0	0.0		0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0

4	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
<b>Phase Data Bank: 4</b>																				
1	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
2	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
4	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No

Vehicle Density Timings							General Control				Miscellaneous				No	Special Sequence		
	Added	Max	Time	Car	Time								Last		Simu			
Ph.	Initial	Initial	B4	B4	To	Min	Non-Act	Veh	Ped	Recall	Non	Dual	Car	Condit	Gap		Minus	Omit
			Redu	Redu	Redu	Gap	Response	Recall	Recall	Delay	Lock	Entry	Pass	Service	Out	Omit	Yel	Call
Phase Data Bank: 1																		
1	0.0	0	0	0	0	0.0	None	Min	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	None	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	Min	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
12	3.0	20	20	0	10	3.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	3.0	20	20	0	10	3.0	None	Min	None	0	No	Yes	No	No	No	0	0	0

[illegible]



16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
----	-----	---	---	---	---	-----	------	------	------	---	----	----	----	----	----	---	---	---

Vehical Detector Phase Assignment						Pedestrian Detector						Special Detector Phase Assignment					
Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay	
Veh Det:1	12	Veh	0	0.0	0	Ped Det:1	12	Ped	0	0.0	0	<b>Default Data</b>					
Veh Det:3	5	Veh	0	0.0	0	Ped Det:2	4	Ped	0	0.0	0						
Veh Det:5	4	Veh	0	0.0	0	Ped Det:3	16	Ped	0	0.0	0						
Veh Det:6	4	Veh	0	0.0	5	Ped Det:4	8	Ped	0	0.0	0						
Veh Det:9	16	Veh	0	0.0	0	Ped Det:5	10	Veh	0	0.0	0						
Veh Det:11	1	Veh	0	0.0	0	Ped Det:6	11	Veh	0	0.0	0						
Veh Det:13	8	Veh	0	0.0	0	Ped Det:7	2	Ped	0	0.0	0						
						Ped Det:8	6	Ped	0	0.0	0						

Unit Data

General Control

Startup Time:	0 sec		Input	Output
Startup State:	Flash	Ring	Respons	Selection
Red Revert:	40.0 sec	1	Ring 1	Ring 1
Auto Ped Clr:	No	2	Ring 2	Ring 2
Stop T Reset:	No	3	None	None
Alt Sequence:	5	4	None	None
Special Seq:	0-Standard			
I/O Modes:				
ABC Input(Entry) Modes: 0		D Input(Entry) Modes: 0		
ABC Output(O/STS) Modes: 0		D Output(O/STS) Modes: 0		

Remote Flash

Test A = Flash			Default Data - No Flash
Phase	Entry	Exit	
Default Data - No Flash			

Overlaps

									Overlaps							
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
									10	11	1	5				
									12	16	2	6				

Start Green

Overlaps																
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
					12		16									

Stop Green Yel

Yel								Overlaps								
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)					1		5									
					2		6									

Minus PED

	Overlaps															
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	3.0	4.0	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Trail Red	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Ring			Phase(s)																
Phase	Ring	Next Phase	Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	12		1	2	3	4	1	2	3	3	9	10	10	5	13	14	15	1
2	1	10		5	6	7	7	5	6	4	4		11	11	12				12
4	1	2		16		8	8	12		7	8				16				16
5	2	16																	
6	2	11																	
8	2	6																	
10	1	1																	
11	2	5																	
12	1	3																	
16	2	7																	

## Alternate Sequences

	Ph. Pair 1	Ph. Pair 2	Ph. Pair 3	Ph. Pair 4
Alt. Seq. 1	1/12			
Alt. Seq. 2	3/4			
Alt. Seq. 3	1/12	3/4		
Alt. Seq. 4	5/6			
Alt. Seq. 5	12/1	16/5		
Alt. Seq. 6	3/4	5/16		
Alt. Seq. 7	1/12	3/4	5/16	
Alt. Seq. 8	7/8			
Alt. Seq. 9	1/12	7/8		
Alt. Seq. 10	3/4	7/8		
Alt. Seq. 11	1/12	3/4	7/8	
Alt. Seq. 12	5/16	7/8		
Alt. Seq. 13	1/12	5/16	7/8	
Alt. Seq. 14	3/4	5/16	7/8	
Alt. Seq. 15	1/12	3/4	5/16	7/8

## Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40
0	Used	No	No
1	Used	No	No
8	Used	No	No
9	Used	No	No
16	Used	No	No
18	Used	No	No

## Signal Driver Ouput

Channel	Control	Hardware Pins
1	43 - Overlap K	1 - Phase 1 RYG
2	41 - Overlap I	2 - Phase 2 RYG
3	0 - None	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	44 - Overlap L	5 - Phase 5 RYG
6	42 - Overlap J	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	0 - None	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	0 - None	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	28 - Ped Phase 12	17 - Overlap A RYG
14	32 - Ped Phase 16	18 - Overlap B RYG
15	33 - Overlap A	19 - Overlap C RYG
16	35 - Overlap C	20 - Overlap D RYG
17	2 - Veh Phase 2	9 - Phase 1 DPW
18	6 - Veh Phase 6	11 - Phase 3 DPW
19	0 - None	13 - Phase 5 DPW
20	0 - None	15 - Phase 7 DPW
21	37 - Overlap E	21 - Phase 1 ONC
22	3 - Veh Phase 3	22 - Phase 2 ONC
23	39 - Overlap G	23 - Phase 3 ONC
24	7 - Veh Phase 7	24 - Phase 4 ONC

## Coordination Data

Dial/Split      Cycle

### General Coordination Data

/

**Operation Mode:** 1=Auto

**Offset Mode:** 1=End Grn

**Manual Dial:** 1

**Coordination Mode:** 0=Permissive

**Force Mode:** 0=Plan

**Manual Split:** 1

**Maximun Mode:** 0=Inhibit

**Max Dwell Time:** 0

**Manual Offset:** 1

**Correction Mode:** 2=Short Way

**Yield Period:** 0

## Split Times and Phase Modes

Dial / Split

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
-----	--------	----------	-----	--------	----------	-----	--------	----------	-----	--------	----------

Traffic Plan Data

Plan: //

Offset Time:

Alternat Sequence:

Rg 2 Lag Time:

Rg 3 Lag Time:

Rg 4 Lag Time:

Mode:

Special Function:

Correction Mode:

Local TBC Data

Start of Daylight Saving

Month: 3

Week: 2

Cycle Zero Reference

Hours: 24

Min: 0

End of Daylight Saving

Month: 11

Week: 1

Source

Day

1

2

3

4

5

6

7

2

3

4

5

6

0

0

0

Traffic Data

PHASE FUNCTION

Event

Day

Time

D/S/O

flash

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

1

1

0:1

0/0/4

2

2

0:1

0/0/4

3

7

0:1

0/0/4

AUX. Events

Program

Aux

Outputs

Det.

Det.

Det.

Special Function Outputs

Event

Day

Hour

Min.

1

2

3

D1

D2

D3

Dimming

1

2

3

4

5

6

7

8

1

2

15

0

2

2

19

0

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function

SF1

SF2

SF3

SF4

SF5

SF6

SF7

SF8

SF9

SF10

SF11

SF12

SF13

SF14

SF15

SF16

Special Function 1

X

Special Function 2

X

Special Function 3

X

Special Function 4

X

Special Function 5

X

Special Function 6

X

Special Function 7

X

Special Function 8

X

SPC 1-8 as Phs Func 1-8

X

Phase Function

PF1

PF2

PF3

PF4

PF5

PF6

PF7

PF8

PF9

PF10

PF11

PF12

PF13

PF14

PF15

PF16

Phase Omit

PF1

PF2

PF3

PF4

PF5

PF6

PF7

PF8

PF9

PF10

PF11

PF12

PF13

PF14

PF15

PF16

<u>Ped Omit</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Coord ReSvc</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Function Phase Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Phase Min Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Ped Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Bike Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Vehicle Function</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
<u>Veh Det Switch Omit</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Switch Now</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Switch Also</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Overlap Function</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Overlap E Omit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overlap G Omit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Dimming Data</b>
<b>Default Data - No Dimming Programmed</b>

<b>Lane Defination</b>						
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound
<b>Default Data - Lane Defination</b>						

<u>program</u>	<u>day</u>	<u>program</u>	<u>hour</u>	<u>program</u>	<u>minute</u>	<u>LanePhFun</u>

Preemption Data

General Preemption Data																																		
Preempt > Flash			Preempt 2 = Preempt 3						Preempt 4 > Preempt 5						Preempt 1 = Preempt 2								Preempt 3 > Preempt 4						Preempt 5 > Preempt 6					

Preempt	Preempt Timers														Select				Track				Dwell				Return			
	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red								
1	Yes	0	0	0	0	0	1	0	0	0	0	0	40	20	0	0	0	0	0	0	40	20								
2	Yes	0	0	0	0	0	1	0	0	0	0	0	40	20	0	0	0	0	0	0	40	20								
3	Yes	0	0	0	0	0	1	0	0	0	0	0	40	20	0	0	0	0	0	0	40	20								
4	No	0	0	0	0	0	0	0	0	0	0	0	40	20	0	0	40	20	0	0	40	20								
5	No	0	0	0	0	0	0	0	0	0	0	0	40	20	0	0	40	20	0	0	40	20								
6	No	0	0	0	0	0	0	0	0	0	0	0	40	20	0	0	40	20	0	0	40	20								

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
4	Yes	No	4	Yes	No	4	Yes	No									
8	Yes	No	8	Yes	No	8	Yes	No									

Priority Timers																
Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap		
														Signal Type	Blankout	
1	No	0	0	4	4	5	1	1	1	50	0.0	0-None	No	1 - A,3-Section	0-None,0-No Output	
2	No	0	0	4	4	5	1	1	1	50	0.0	0-None	No	3 - C,3-Section	0-None,0-No Output	
3	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output	
4	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output	
5	No	0	0	4	4	5	0	1	1	5	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output	
6	No	0	0	4	4	5	0	1	1	5	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output	

## Priority Detector Channels

### Priority

1

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	29	30	31	0	0	0	0	32	0

### Priority

2

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	25	26	27	0	0	0	0	28	0

### Priority

3

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

### Priority

4

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

### Priority

5

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

### Priority

6

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0



# Priority Fixed Phases

Priority

1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
QJ-Phase	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Priority

2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
QJ-Phase	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Priority

3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Legend:

0  
CO-PHASE  
QJ-PHASE

FALSE

1  
TRUE

# Priority Bank

Priority 1

Priority Bank : 1 Level 2

## Partial Priority

Alt Seq 0  
Alt Seq Enabled False  
Min Walk 0

## Full Priority

Freq. Override False  
Ped skip 0  
Force full Priority True  
Frequency 0  
Freq. Level 0-Min

## Recovery

Method 1-Wait  
Return 1-Jump  
PedWait 20  
PedOverride 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	X	0	0	0	X	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	X	0	0	0	X	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

## Partial Priority

Alt Seq 0  
Alt Seq Enabled False  
Min Walk 0

## Full Priority

Freq. Override False  
Ped skip 0  
Force full Priority False  
Frequency 0  
Freq. Level 0-Min

## Recovery

Method 0-Normal  
Return 0-Cycle  
PedWait 0  
PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

## Partial Priority

Alt Seq 0  
Alt Seq Enabled False  
Min Walk 0

## Full Priority

Freq. Override False  
Ped skip 0  
Force full Priority False  
Frequency 0  
Freq. Level 0-Min

## Recovery

Method 0-Normal  
Return 0-Cycle  
PedWait 0  
PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 2

Priority Bank : 1

Level 2

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	1-Wait
Alt Seq Enabled	False	Ped skip	0	Return	1-Jump
Min Walk	0	Force full Priority	True	PedWait	20
		Frequency	0	PedOverride	1
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	X	0	0	0	X	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	X	0	0	0	X	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 3

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 4

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 5

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	1-Jump
Min Walk	1	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 6

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	1-Jump
Min Walk	0	Force full Priority	True	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Codes: 0 X  
FALSE TRUE

<p><b>Priority : 1</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 2</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 3</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>
<p><b>Priority : 4</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 5</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 6</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>



<b>Priority : 1</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B TSD 0 51 1 0 0 0 0 0 TED 0 88 16 7 0 0 0 0 TTL 0 72 0 0 0 0 0 0 <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>									<b>Priority : 2</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B TSD 0 53 10 0 0 0 0 0 TED 0 115 66 6 0 0 0 0 TTL 0 60 0 0 0 0 0 0 <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>								
<b>Priority : 3</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>									<b>Priority : 4</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>								
<b>Priority : 5</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>									<b>Priority : 6</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>								

### Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Trail	Grn	
12	Red	Green	No	<b>Default Data</b>			A	Red	Flash Yel	No
16	Red	Green	No				C	Red	Flash Yel	No
							I	Red	Green	No
							J	Red	Green	No

Preempt 2										
Vehical Phases				Pedestrian Phases			Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Trail Grn
12	Red	Green	No	Default Data				I	Red	No Trail
16	Red	Green	No					J	Red	No Trail
								A	Red	No Trail
								C	Red	No Trail

Preempt 3										
Vehical Phases				Pedestrian Phases			Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Trail Grn
12	Red	Green	No	Default Data				A	Red	No Trail
16	Red	Green	No					C	Red	No Trail
								I	Red	No Trail
								J	Red	No Trail

Preempt 4										
Vehical Phases				Pedestrian Phases			Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Trail Grn
Default Data				Default Data			Default Data			

Preempt 5										
Vehical Phases				Pedestrian Phases			Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Trail Grn
Default Data				Default Data			Default Data			

Preempt 6										
Vehical Phases				Pedestrian Phases			Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Trail Grn
Default Data				Default Data			Default Data			

System/Detectors Data						
Local Critical Alarms				Revert to Backup: 15		1st Phone:
Local Free: No	Cycle Failure: No	Coord Failure: No	Conflict Flash: Yes	Remote Flash: Yes	2nd Phone:	
Local Fash: Yes	Cycle Fault: Yes	Coord Fault: Yes	Preemption: Yes	Voltage Monitor: Yes		
Special Status 1: No	Special Status 2: No	Special Status 3: No	Special Status 4: No	Special Status 5: No	Special Status 6: No	

Traffic Responsive												
System	Detector		Veh/	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Name	Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor

Default Data				Default Data				Default Data			
Sample Interval:				Queue: 1	Input Selection: 0=Average			Queue:			
					Detector Failed Level : 0			Level	Enter	Leave	Dial / Split / Offset
				Queue: 2	Input Selection: 0=Average			/ /			
					Detector Failed Level : 0			Default Data			
Vehical Detector				Vehical Detector				Special Detector			
Diagnostic Value 0				Diagnostic Value 1				Diagnostic Value 0			
	Max	No	Erratic		Max	No	Erratic		Max	No	Erratic
Detector	Presence	Activity	Count	Detector	Presence	Activity	Count	Detector	Presence	Activity	Count

Default Data - Diag 0 Values				Default Data - No Diag 1 Values				Default Data - No Diag 0 Valu			
------------------------------	--	--	--	---------------------------------	--	--	--	-------------------------------	--	--	--

Pedestrian Detector			
Diagnostic Value 0			
	Max	No	Erratic
Detector	Presence	Activity	Count

Pedestrian Detector			
Diagnostic Value 1			
	Max	No	Erratic
Detector	Presence	Activity	Count

Special Detector			
Diagnostic Value 1			
	Max	No	Erratic
Detector	Presence	Activity	Count

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:		Dial/Split/Offset	
Measurement:		//	
Detector 1	Detector_2	Distance :	

Default Data

Volume Detector Data

Report Interval		15
Volume	Controller	
Detector	Detector	
Number	Channel	

Default Data

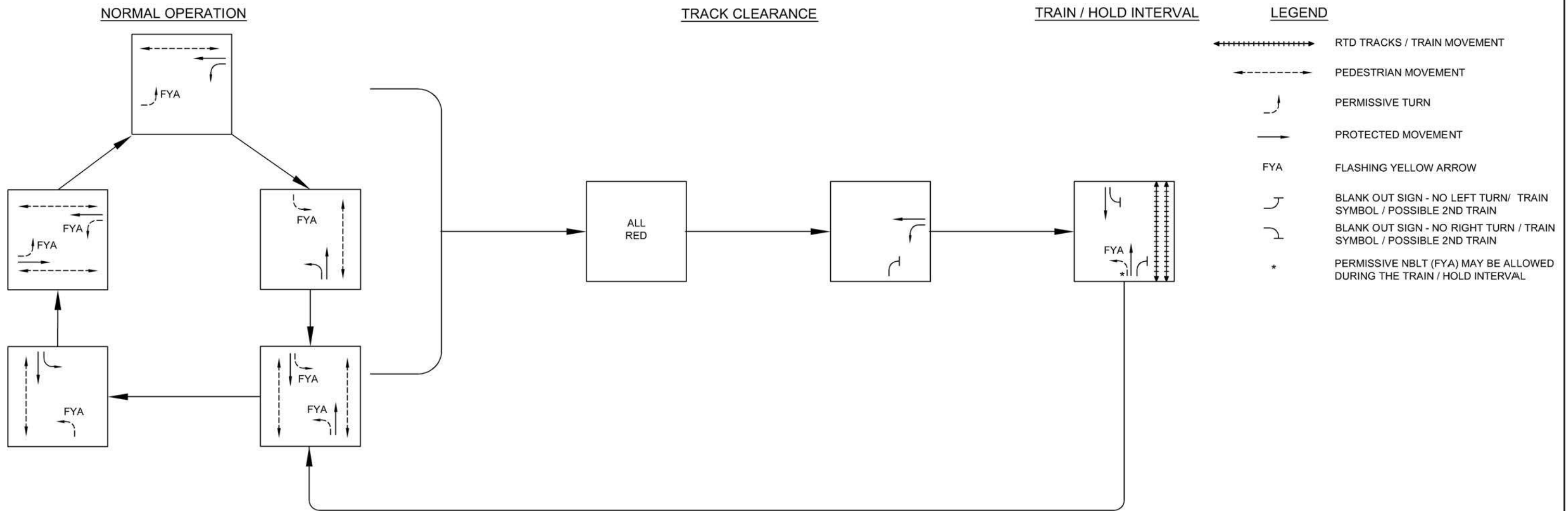
Default Data - No Diag 1 Values

Default Data - No Diag 1 Values

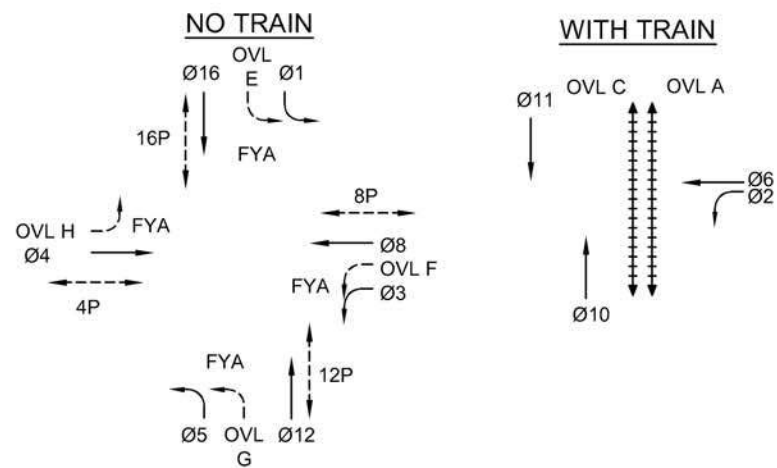
Speed Trap	Speed Trap
Low Treshold	High Treshold

Default Data

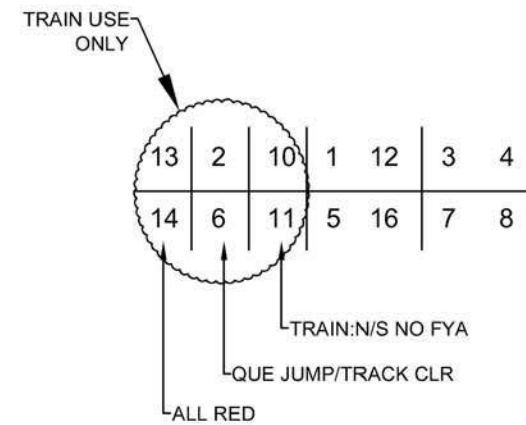
# TRAFFIC SIGNAL PHASE SEQUENCE DIAGRAM



## TRAFFIC SIGNAL PHASING AND MOVEMENT DIAGRAM



## RING AND BARRIER DIAGRAM



## MAP SCHEMATIC

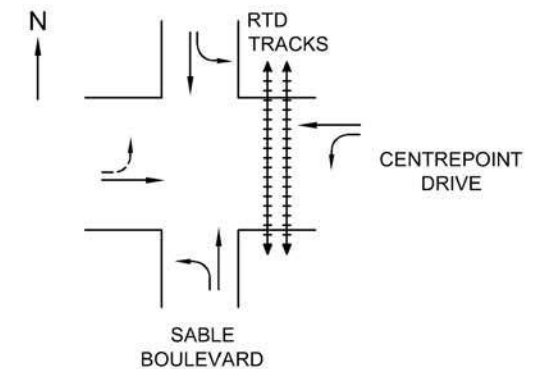


Exhibit D Rev 1 - Traffic Signal Plan (Sheet 2 of 18)

A		AMENDED PUC APPLICATION		PVF	3/28/2016	DESIGNED BY: NB		DATE: 2/25/2016		CHECKED BY: BH		DATE: 3/28/2016		FILE NAME:		<div>RTD ENGINEERING DIVISION</div> <div>REGIONAL TRANSPORTATION DISTRICT 1600 BLAKE STREET DENVER, COLORADO 80202 (303) 628-9000</div>	<div>I-225 RAIL LINE RTD FASTRACKS</div> <div>PUC APPLICATION TRAFFIC SIGNAL PHASING DIAGRAMS SABLE BOULEVARD AND CENTREPOINT DRIVE</div>	<div>SHEET REFERENCE NUMBER: PUC-001</div>
						DRAWN BY: MM		DATE: 3/28/2016		APPROVED BY: PVF		DATE: 3/28/2016		HORZ. SCALE: NTS				
														VERT. SCALE: NTS				
NO.		REVISIONS		BY	DATE													

# SEPAC ECOM All Data

1/3/2018  
12:40:16PM

Intersection Name: **CentrepSable Free10.1.27.110**

Intersection Alias: **297**

## Access Data

1 :1200 Baud  
3 :19200 Baud

Access Code: **9999**

Channel:

Address: **1**

Revision: **3.56e**

IP Address: **10.1.27.110**

## Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	1-Inact	1-Inact	1-Inact	1-Inact	1-Inact	0-None	1-Inact	0-None	1-Inact	1-Inact	3-Yel	1-Inact	1-Inact	0-None	3-Yel

## PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Min						All	Green	Yellow	Walk	Walk	Bike	Bike		Ped	Alt	Alt	Flash	Ext	Actuated
Phase	Green	Passage	Max1	Max2	Yellow	Red	Delay	Delay	Offset	Offset	Green	Psg	Walk	Clr	Walk	Ped	Walk	Ped	Rest in
Phase Data Bank: 1																			
1	5	2.0	15	0	3.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
2	10	2.0	45	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
3	5	2.0	15	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
4	5	2.0	40	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	5	20	0	0	No	0	No
5	5	2.0	15	0	3.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
6	10	2.0	45	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
8	5	2.0	40	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	5	20	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
10	5	3.0	45	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
11	5	3.0	45	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
12	10	5.0	45	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	5	16	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
16	10	5.0	45	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	5	24	0	0	No	0	No
Phase Data Bank: 2																			
1	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
2	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
4	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
Phase Data Bank: 3																			
1	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
2	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No

4	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
<b>Phase Data Bank: 4</b>																				
1	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
2	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
4	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	0	No	0	No

Vehicle Density Timings							General Control				Miscellaneous				No	Special Sequence		
	Added	Max	Time	Car	Time								Last		Simu			
Ph.	Initial	Initial	B4	B4	To	Min	Non-Act	Veh	Ped	Recall	Non	Dual	Car	Condit	Gap	Omit	Minus	Omit
	Redu	Redu	Redu	Redu	Redu	Gap	Response	Recall	Recall	Delay	Lock	Entry	Pass	Service	Out		Yel	Call
Phase Data Bank: 1																		
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
12	3.0	20	20	0	10	3.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	3.0	20	20	0	10	3.0	None	Min	None	0	No	Yes	No	No	No	0	0	0

[illegible]

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
----	-----	---	---	---	---	-----	------	------	------	---	----	----	----	----	----	---	---	---

Vehical Detector Phase Assignment						Pedestrian Detector						Special Detector Phase Assignment					
Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay	
Veh Det:1	12	Veh	0	0.0	0	Ped Det:1	12	Ped	0	0.0	0	<b>Default Data</b>					
Veh Det:2	12	Veh	0	0.0	5	Ped Det:2	4	Ped	0	0.0	0						
Veh Det:3	5	Veh	0	0.0	5	Ped Det:3	16	Ped	0	0.0	0						
Veh Det:5	4	Veh	0	0.0	0	Ped Det:4	8	Ped	0	0.0	0						
Veh Det:7	4	Veh	0	0.0	0	Ped Det:5	10	Veh	0	0.0	0						
Veh Det:9	16	Veh	0	0.0	0	Ped Det:6	11	Veh	0	0.0	0						
Veh Det:11	1	Veh	0	0.0	5	Ped Det:7	2	Ped	0	0.0	0						
Veh Det:13	8	Veh	0	0.0	0	Ped Det:8	6	Ped	0	0.0	0						
Veh Det:15	3	Veh	0	0.0	0												



Unit Data

General Control

Startup Time:	0 sec		Input	Output
Startup State:	Flash	Ring	Respons	Selection
Red Revert:	40.0 sec	1	Ring 1	Ring 1
Auto Ped Clr:	No	2	Ring 2	Ring 2
Stop T Reset:	No	3	None	None
Alt Sequence:	3	4	None	None
Special Seq:	0-Standard			
I/O Modes:				
ABC Input(Entry) Modes: 0		D Input(Entry) Modes: 0		
ABC Output(O/STS) Modes: 0		D Output(O/STS) Modes: 0		

Remote Flash

Test A = Flash			Default Data - No Flash
Phase	Entry	Exit	
Default Data - No Flash			

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
									10	11	6	2				
									12	16	8	3				

Start Green

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
					12	4	16	8								

Stop Green Yel

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
					1	2	5	7								
						3										

Minus PED

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	3.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Ring			Phase(s)																
Phase	Ring	Next Phase	Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
				1	2	3	4	1	2	3	3	9	10	10	5	13	13	15	1
				5	6	7	7	5	6	4	4		11	11	12	14	14		12
				16		8	8	12		7	8				16				16
1	1	12																	
2	1	10																	
3	1	4																	
4	1	13																	
5	2	16																	
6	2	11																	
8	2	14																	
10	1	1																	
11	2	5																	
12	1	3																	
16	2	7																	

## Alternate Sequences

	Ph. Pair 1	Ph. Pair 2	Ph. Pair 3	Ph. Pair 4
Alt. Seq. 1	1/12			
Alt. Seq. 2	3/4			
Alt. Seq. 3	12/1	4/3		
Alt. Seq. 4	5/16			
Alt. Seq. 5	1/12	5/16		
Alt. Seq. 6	3/4	5/16		
Alt. Seq. 7	1/12	3/4	5/16	
Alt. Seq. 8	7/8			
Alt. Seq. 9	1/12	7/8		
Alt. Seq. 10	3/4	7/8		
Alt. Seq. 11	1/12	3/4	7/8	
Alt. Seq. 12	5/16	7/8		
Alt. Seq. 13	1/12	5/16	7/8	
Alt. Seq. 14	3/4	5/16	7/8	
Alt. Seq. 15	1/12	3/4	5/16	7/8

## Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40
0	Used	No	No
1	Used	No	No
8	Used	No	No
9	Used	No	No
16	Used	No	No
18	Used	No	No

## Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	41 - Overlap I	2 - Phase 2 RYG
3	44 - Overlap L	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	42 - Overlap J	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	43 - Overlap K	8 - Phase 8 RYG
9	0 - None	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	0 - None	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	28 - Ped Phase 12	17 - Overlap A RYG
14	32 - Ped Phase 16	18 - Overlap B RYG
15	33 - Overlap A	19 - Overlap C RYG
16	35 - Overlap C	20 - Overlap D RYG
17	0 - None	9 - Phase 1 DPW
18	0 - None	11 - Phase 3 DPW
19	0 - None	13 - Phase 5 DPW
20	0 - None	15 - Phase 7 DPW
21	37 - Overlap E	21 - Phase 1 ONC
22	38 - Overlap F	22 - Phase 2 ONC
23	39 - Overlap G	23 - Phase 3 ONC
24	40 - Overlap H	24 - Phase 4 ONC

## Coordination Data

### General Coordination Data

**Operation Mode:** 1=Auto

**Coordination Mode:** 0=Permissive

**Maximun Mode:** 0=Inhibit

**Correction Mode:** 3=Short Way Plus

**Offset Mode:** 1=End Grn

**Force Mode:** 0=Plan

**Max Dwell Time:** 0

**Yield Period:** 0

**Manual Dial:** 1

**Manual Split:** 1

**Manual Offset:** 1

**Dial/Split**

**Cycle**

1/1

132

2/1

150

2/2

150

3/1

132

**Split Times and Phase Modes****Dial 1 / Split 1**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	17	0=Actuated	3	15	0=Actuated	4	32	0=Actuated
5	14	0=Actuated	6	17	0=Actuated	8	44	0=Actuated	10	12	0=Actuated
11	12	0=Actuated	12	31	1=Coordinate	13	9	0=Actuated	14	9	0=Actuated
16	36	1=Coordinate									

**Dial 2 / Split 1**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	17	0=Actuated	3	16	0=Actuated	4	38	0=Actuated
5	16	0=Actuated	6	17	0=Actuated	8	54	0=Actuated	10	12	0=Actuated
11	12	0=Actuated	12	42	1=Coordinate	13	9	0=Actuated	14	9	0=Actuated
16	42	1=Coordinate									

**Dial 2 / Split 2**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	17	0=Actuated	3	16	0=Actuated	4	38	0=Actuated
5	16	0=Actuated	6	17	0=Actuated	8	54	0=Actuated	10	12	0=Actuated
11	12	0=Actuated	12	42	1=Coordinate	13	9	0=Actuated	14	9	0=Actuated
16	42	1=Coordinate									

**Dial 3 / Split 1**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	13	0=Actuated	2	17	0=Actuated	3	13	0=Actuated	4	32	0=Actuated
5	13	0=Actuated	6	17	0=Actuated	8	45	0=Actuated	10	12	0=Actuated
11	12	0=Actuated	12	36	1=Coordinate	13	9	0=Actuated	14	9	0=Actuated
16	36	1=Coordinate									

Traffic Plan Data

Plan: 1/1/1	Offset Time: 54 Mode: 0=Normal	Alternat Sequence: 3 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 74 Mode: 0=Normal	Alternat Sequence: 3 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 53 Mode: 0=Normal	Alternat Sequence: 3 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 113 Mode: 0=Normal	Alternat Sequence: 3 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving    Month: 3    Week: 2    Cycle Zero Reference    Hours: 24    Min: 0  
End of Daylight Saving    Month: 11    Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

PHASE FUNCTION																		
Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	7	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUX. Events

Event	Program		Min.	Aux Ouputs			Det.	Det.	Det.	Dimming	Special Function Outputs							
	Day	Hour		1	2	3	Diag.	Rpt.	Mult100		1	2	3	4	5	6	7	8
				D1	D2	D3	1	2	3		4	5	6	7	8			
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

<u>Special Functions</u>																
Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

<u>Phase Function</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Phase Omit</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Ped Omit</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Coord ReSvc</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Function Phase Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Phase Min Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Ped Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Bike Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Vehicle Function</u>																
<u>Veh Det Switch Omit</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Switch Now</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Switch Also</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Overlap Function</u>																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Dimming Data

Default Data - No Dimming Programmed

Lane Definition

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Definition

program day

program hour

program minute

LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash

Preempt 2 = Preempt 3

Preempt 4 = Preempt 5

Preempt 1 = Preempt 2

Preempt 3 = Preempt 4

Preempt 5 = Preempt 6

Preempt	Preempt Timers										Gate ext end	Select Ped			Track				Dwell Green	Return Ped		
	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce		Clear	Yel	Red	Grn	Ped	Yel	Red		Clear	Yel	Red
1	Yes	0	0	0	0	0	1	0	0	0	0	0	40	20	0	0	40	20	0	0	40	20
2	Yes	0	0	0	0	0	1	0	0	0	0	0	40	20	0	0	40	20	0	0	40	20
3	Yes	0	0	0	0	0	1	0	0	0	0	0	40	20	0	0	40	20	0	0	40	20
4	No	0	0	0	0	0	0	0	0	0	0	0	40	20	0	0	40	20	0	0	40	20
5	No	0	0	0	0	0	0	0	0	0	0	0	40	20	0	0	40	20	0	0	40	20
6	No	0	0	0	0	0	0	0	0	0	0	0	40	20	0	0	40	20	0	0	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
4	Yes	No	4	Yes	No	4	Yes	No									
8	Yes	No	8	Yes	No	8	Yes	No									

Priority Timers

Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap	
														Signal Type	Blankout
1	No	0	0	4	4	5	1	1	1	45	0.0	0-None	No	1 - A,3-Section	0-None,0-No Output
2	No	0	0	4	4	5	1	1	1	45	0.0	0-None	No	3 - C,3-Section	0-None,0-No Output
3	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output
4	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output
5	No	0	0	4	4	0	0	0	5	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output
6	No	0	0	4	4	0	0	0	0	1	0.0	0-None	No	0-None,0-No Output	0-None,0-No Output



## Priority Detector Channels

### Priority

1

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	29	30	31	0	0	0	0	32	0

### Priority

2

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	25	26	27	0	0	0	0	28	0

### Priority

3

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

### Priority

4

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

### Priority

5

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

### Priority

6

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

# Priority Fixed Phases

Priority

1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
QJ-Phase	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0

Priority

2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
QJ-Phase	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0

Priority

3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Legend:

0  
CO-PHASE  
QJ-PHASE

FALSE

1  
TRUE

# Priority Bank

Priority 1

Priority Bank : 1 Level 2

## Partial Priority

Alt Seq 0  
Alt Seq Enabled False  
Min Walk 0

## Full Priority

Freq. Override False  
Ped skip 0  
Force full Priority True  
Frequency 0  
Freq. Level 0-Min

## Recovery

Method 1-Wait  
Return 1-Jump  
PedWait 20  
PedOverride 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	X	0	0	0	X	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

## Partial Priority

Alt Seq 0  
Alt Seq Enabled False  
Min Walk 0

## Full Priority

Freq. Override False  
Ped skip 0  
Force full Priority False  
Frequency 0  
Freq. Level 0-Min

## Recovery

Method 0-Normal  
Return 0-Cycle  
PedWait 0  
PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

## Partial Priority

Alt Seq 0  
Alt Seq Enabled False  
Min Walk 0

## Full Priority

Freq. Override False  
Ped skip 0  
Force full Priority False  
Frequency 0  
Freq. Level 0-Min

## Recovery

Method 0-Normal  
Return 0-Cycle  
PedWait 0  
PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 2

Priority Bank : 1

Level 2

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	1-Wait
Alt Seq Enabled	False	Ped skip	0	Return	1-Jump
Min Walk	0	Force full Priority	True	PedWait	20
		Frequency	0	PedOverride	1
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	X	0	0	0	X	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 3

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 4

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 5

Priority Bank : 1

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	1-Jump
Min Walk	0	Force full Priority	True	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4

Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority False  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 0-Cycle  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 6

Priority Bank : 1

Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority True  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 1-Jump  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	X	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2

Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority False  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 0-Cycle  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3

Level 0

**Partial Priority**

Alt Seq 0  
 Alt Seq Enabled False  
 Min Walk 0

**Full Priority**

Freq. Override False  
 Ped skip 0  
 Force full Priority False  
 Frequency 0  
 Freq. Level 0-Min

**Recovery**

Method 0-Normal  
 Return 0-Cycle  
 PedWait 0  
 PedOverride 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Priority Bank : 4

Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Codes: 0 X  
FALSE TRUE

<p><b>Priority : 1</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 2</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 3</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>
<p><b>Priority : 4</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 5</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>	<p><b>Priority : 6</b></p> <p><b>Priority Bank : 1</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 2</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 3</b> Queue Phase Detector Time <b>Default data</b></p> <p><b>Priority Bank : 4</b> Queue Phase Detector Time <b>Default data</b></p>

<b>Priority : 1</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B TSD 0 84 12 0 0 0 0 0 TED 0 100 63 16 0 0 0 0 TTL 0 68 0 0 0 0 0 0 <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>									<b>Priority : 2</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B TSD 0 76 15 0 0 0 0 0 TED 0 110 47 30 0 0 0 0 TTL 0 56 0 0 0 0 0 0 <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>								
<b>Priority : 3</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>									<b>Priority : 4</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>								
<b>Priority : 5</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>									<b>Priority : 6</b> <b>Bank 1</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 2</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 3</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b> <b>Bank 4</b> Detector PE 1A 2A 3A 4A 5A 6A B <b>Default Data</b>								

### Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Trail	Grn	
12	Red	Green	No	<b>Default Data</b>			A	Red	Flash Yel	No
16	Red	Green	No				C	Red	Flash Yel	No
							G	Red	Flash Grn	No
							I	Red	Green	No
							J	Red	Green	No

**Preempt 2**

Vehical Phases				Pedestrian Phases			Overlaps					
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
12	Red	Green	No	Default Data				I	Red	Grn	No	No Trail
16	Red	Green	No					J	Red	Grn	No	No Trail
								A	Red	Yel Flsh	No	No Trail
								C	Red	Yel Flsh	No	No Trail
								G	Red	Flash Grn	No	No Trail

**Preempt 3**

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
12	Red	Green	No	Default Data				A	Red	Yel Flsh	No	No Trail
16	Red	Green	No					C	Red	Yel Flsh	No	No Trail
								G	Red	Flash Grn	No	No Trail
								I	Red	Grn	No	No Trail
								J	Red	Grn	No	No Trail

**Preempt 4**

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Trail Grn

**Default Data**

**Default Data**

**Default Data**

**Preempt 5**

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Trail Grn

**Default Data**

**Default Data**

**Default Data**

**Preempt 6**

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Trail Grn

**Default Data**

**Default Data**

**Default Data**

**System/Detectors Data**

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No      Cycle Failure: No

Coord Failure: No

Conflict Flash: Yes

Remote Flash: Yes

2nd Phone:

Local Fash: Yes      Cycle Fault: Yes

Coord Fault: Yes

Premption: Yes

Voltage Monitor: Yes

Special Status 1: No

Special Status 2: No

Special Status 3: No

Special Status 4: No

Special Status 5: No

Special Status 6: No

**Traffic Responsive**

System	Detector		Veh/	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Name	Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor

**Default Data**

Sample Interval:

**Default Data**

**Queue: 1**

Input Selection: 0=Average

Detector Failed Level : 0

**Queue:**

Level   Enter   Leave      Dial / Split / Offset

**Queue: 2**

Input Selection: 0=Average

Detector Failed Level : 0

**Default Data**

**Vehical Detector**

Diagnostic Value 0

**Vehical Detector**

Diagnostic Value 1

**Special Detector**

Diagnostic Value 0

	Max	No	Erratic
Detector	Presence	Activity	Count

	Max	No	Erratic
Detector	Presence	Activity	Count

	Max	No	Erratic
Detector	Presence	Activity	Count

**Default Data - Diag 0 Values**

**Default Data - No Diag 1 Values**

**Default Data - No Diag 0 Valu**

Pedestrian Detector			
Diagnostic Value 0			
	Max	No	Erratic
Detector	Presence	Activity	Count

Pedestrian Detector			
Diagnostic Value 1			
	Max	No	Erratic
Detector	Presence	Activity	Count

Special Detector			
Diagnostic Value 1			
	Max	No	Erratic
Detector	Presence	Activity	Count

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:  
Detector 1    Detector\_2    Distance :

Default Data

Volume Detector Data

Report Interval            15  
Volume    Controller  
Detector    Detector  
Number    Channel

Default Data

Default Data - No Diag 1 Values

Dial/Split/Offset  
//

Default Data

Default Data - No Diag 1 Values

Speed Trap            Speed Trap  
Low Treshold        High Treshold



# APPENDIX E

## Intersection Analysis Worksheets

Timings  
1: Abilene Street & Alameda Avenue

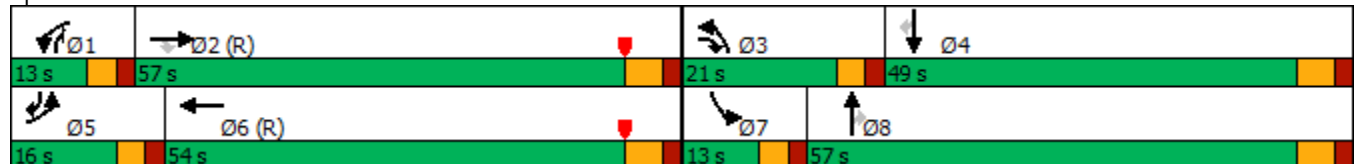
2023 Existing AM  
10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	50	1127	188	17	1933	143	136	37	53	123	160
Future Volume (vph)	50	1127	188	17	1933	143	136	37	53	123	160
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	16.0	57.0	21.0	13.0	54.0	21.0	57.0	13.0	13.0	49.0	16.0
Total Split (%)	11.4%	40.7%	15.0%	9.3%	38.6%	15.0%	40.7%	9.3%	9.3%	35.0%	11.4%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2023 Existing AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1127	188	17	1933	53	143	136	37	53	123	160
Future Volume (veh/h)	50	1127	188	17	1933	53	143	136	37	53	123	160
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	56	1252	-13	19	2148	15	159	151	0	59	137	95
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	2132	759	64	2686	19	212	681		76	1227	598
Arrive On Green	0.03	0.42	0.00	0.01	0.13	0.13	0.06	0.36	0.00	0.04	0.35	0.35
Sat Flow, veh/h	3456	5106	1585	3456	6641	46	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	56	1252	-13	19	1561	602	159	151	0	59	137	95
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1862	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	2.2	26.5	0.0	0.8	43.9	43.9	6.3	7.8	0.0	4.6	3.7	5.6
Cycle Q Clear(g_c), s	2.2	26.5	0.0	0.8	43.9	43.9	6.3	7.8	0.0	4.6	3.7	5.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	2132	759	64	1952	753	212	681		76	1227	598
V/C Ratio(X)	0.51	0.59	-0.02	0.29	0.80	0.80	0.75	0.22		0.78	0.11	0.16
Avail Cap(c_a), veh/h	272	2132	759	197	1952	753	395	681		102	1227	598
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.25	0.25	0.25	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	31.5	0.0	68.7	55.2	55.2	64.6	30.8	0.0	66.4	31.2	28.9
Incr Delay (d2), s/veh	3.7	1.2	0.0	0.6	0.9	2.3	5.2	0.8	0.0	23.4	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(95%),veh/ln	1.9	16.3	0.0	0.6	22.7	26.4	5.3	6.7	0.0	4.7	3.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	32.7	0.0	69.3	56.1	57.5	69.9	31.5	0.0	89.8	31.4	29.5
LnGrp LOS	E	C	A	E	E	E	E	C		F	C	C
Approach Vol, veh/h	1295		2182				310		291			
Approach Delay, s/veh	34.6		56.6				51.2		42.6			
Approach LOS	C		E				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	64.5	13.6	54.3	9.4	62.6	10.9	57.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	8.0	51.0	16.0	43.0	11.0	48.0	8.0	51.0				
Max Q Clear Time (g_c+I1), s	2.8	28.5	8.3	7.6	4.2	45.9	6.6	9.8				
Green Ext Time (p_c), s	0.0	9.1	0.3	1.2	0.1	1.9	0.0	0.9				

### Intersection Summary

HCM 6th Ctrl Delay 48.2

HCM 6th LOS D

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings  
1: Abilene Street & Alameda Avenue

2023 Existing PM  
10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	162	1585	320	77	1432	449	208	105	175	241	351
Future Volume (vph)	162	1585	320	77	1432	449	208	105	175	241	351
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	16.0	57.0	21.0	13.0	54.0	21.0	57.0	13.0	13.0	49.0	16.0
Total Split (%)	11.4%	40.7%	15.0%	9.3%	38.6%	15.0%	40.7%	9.3%	9.3%	35.0%	11.4%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140

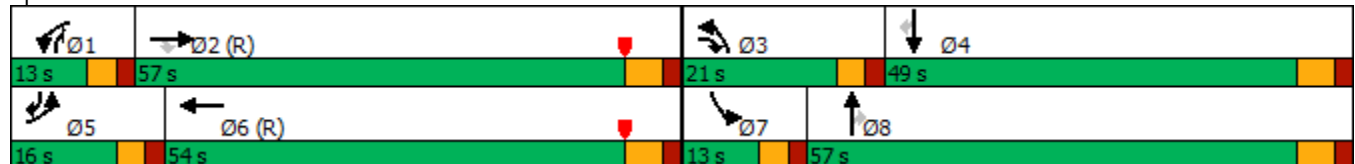
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2023 Existing PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	1585	320	77	1432	55	449	208	105	175	241	351
Future Volume (veh/h)	162	1585	320	77	1432	55	449	208	105	175	241	351
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	171	1668	126	81	1507	16	473	219	0	184	254	290
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	1967	792	125	2366	25	395	681		102	1091	588
Arrive On Green	0.06	0.39	0.39	0.01	0.12	0.12	0.15	0.48	0.00	0.06	0.31	0.31
Sat Flow, veh/h	3456	5106	1585	3456	6613	70	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	171	1668	126	81	1100	423	473	219	0	184	254	290
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1858	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	6.8	41.8	6.1	3.3	30.4	30.4	16.0	10.0	0.0	8.0	7.5	19.7
Cycle Q Clear(g_c), s	6.8	41.8	6.1	3.3	30.4	30.4	16.0	10.0	0.0	8.0	7.5	19.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	220	1967	792	125	1726	665	395	681		102	1091	588
V/C Ratio(X)	0.78	0.85	0.16	0.65	0.64	0.64	1.20	0.32		1.81	0.23	0.49
Avail Cap(c_a), veh/h	272	1967	792	197	1726	665	395	681		102	1091	588
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.6	39.3	19.1	68.3	53.1	53.1	59.4	25.5	0.0	66.0	36.2	33.9
Incr Delay (d2), s/veh	10.8	4.8	0.4	4.0	1.3	3.4	109.9	1.2	0.0	399.5	0.5	2.9
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(95%),veh/ln	5.9	24.8	4.2	2.7	18.5	21.4	19.9	7.9	0.0	24.4	6.1	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	44.1	19.5	72.2	54.4	56.4	169.3	26.7	0.0	465.5	36.7	36.9
LnGrp LOS	E	D	B	E	D	E	F	C		F	D	D
Approach Vol, veh/h	1965				1604				692			
Approach Delay, s/veh	45.2				55.8				124.2			
Approach LOS	D				E				F			
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	10.1	59.9	21.0	49.0	13.9	56.1	13.0	57.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	8.0	51.0	16.0	43.0	11.0	48.0	8.0	51.0				
Max Q Clear Time (g_c+I1), s	5.3	43.8	18.0	21.7	8.8	32.4	10.0	12.0				
Green Ext Time (p_c), s	0.0	5.6	0.0	2.6	0.1	8.7	0.0	1.4				

### Intersection Summary

HCM 6th Ctrl Delay 74.2

HCM 6th LOS E

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings  
1: Abilene Street & Alameda Avenue

2025 Background AM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	52	1173	196	18	2011	149	141	38	55	128	166
Future Volume (vph)	52	1173	196	18	2011	149	141	38	55	128	166
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	10.0	11.0	24.0	10.0	24.0	11.0	10.0	24.0	11.0
Total Split (s)	16.0	57.0	21.0	13.0	54.0	21.0	57.0	13.0	13.0	49.0	16.0
Total Split (%)	11.4%	40.7%	15.0%	9.3%	38.6%	15.0%	40.7%	9.3%	9.3%	35.0%	11.4%
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140

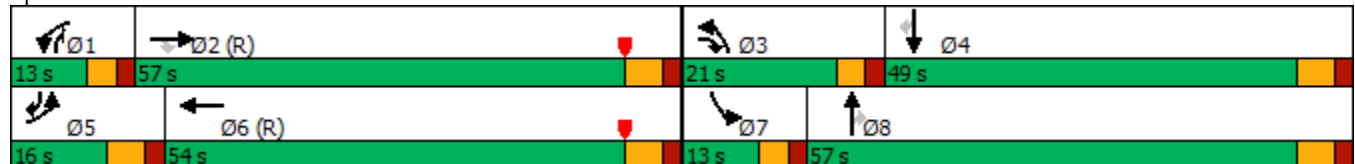
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2025 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	52	1173	196	18	2011	55	149	141	38	55	128	166	
Future Volume (veh/h)	52	1173	196	18	2011	55	149	141	38	55	128	166	
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	58	1303	-4	20	2234	17	166	157	0	61	142	101	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	110	2122	759	67	2626	20	219	681		78	1225	597	
Arrive On Green	0.03	0.42	0.00	0.01	0.13	0.13	0.06	0.36	0.00	0.04	0.34	0.34	
Sat Flow, veh/h	3456	5106	1585	3456	6636	50	3456	1870	1585	1781	3554	1585	
Grp Volume(v), veh/h	58	1303	-4	20	1624	627	166	157	0	61	142	101	
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1861	1728	1870	1585	1781	1777	1585	
Q Serve(g_s), s	2.3	28.0	0.0	0.8	46.1	46.1	6.6	8.2	0.0	4.7	3.8	5.9	
Cycle Q Clear(g_c), s	2.3	28.0	0.0	0.8	46.1	46.1	6.6	8.2	0.0	4.7	3.8	5.9	
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	110	2122	759	67	1909	736	219	681		78	1225	597	
V/C Ratio(X)	0.52	0.61	-0.01	0.30	0.85	0.85	0.76	0.23		0.78	0.12	0.17	
Avail Cap(c_a), veh/h	247	2122	759	197	1909	736	395	681		102	1225	597	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	0.17	0.17	0.17	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	66.7	32.1	0.0	68.6	56.8	56.8	64.5	30.9	0.0	66.3	31.3	29.1	
Incr Delay (d2), s/veh	3.8	1.3	0.0	0.4	0.9	2.3	5.3	0.8	0.0	24.7	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(95%),veh/ln	1.9	17.2	0.0	0.6	23.1	26.8	5.6	7.0	0.0	4.9	3.1	0.2	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	70.5	33.4	0.0	69.0	57.7	59.1	69.8	31.7	0.0	90.9	31.5	29.7	
LnGrp LOS	E	C	A	E	E	E	E	C		F	C	C	
Approach Vol, veh/h		1357			2271			323			304		
Approach Delay, s/veh		35.1			58.2			51.2			42.8		
Approach LOS		D			E			D			D		
Timer - Assigned Phs													
1		2		3		4		5		6		7	
8													
Phs Duration (G+Y+Rc), s		7.7		64.2		13.9		54.2		10.5		61.4	
Change Period (Y+Rc), s		5.0		6.0		5.0		6.0		6.0		5.0	
Max Green Setting (Gmax), s		8.0		51.0		16.0		43.0		10.0		48.0	
Max Q Clear Time (g_c+I1), s		2.8		30.0		8.6		7.9		4.3		48.1	
Green Ext Time (p_c), s		0.0		9.2		0.3		1.3		0.0		0.0	
		0.9											
Intersection Summary													
HCM 6th Ctrl Delay			49.2										
HCM 6th LOS			D										

Timings  
1: Abilene Street & Alameda Avenue

2025 Background PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	169	1649	333	80	1490	467	216	109	182	251	365
Future Volume (vph)	169	1649	333	80	1490	467	216	109	182	251	365
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	16.0	57.0	21.0	13.0	54.0	21.0	57.0	13.0	13.0	49.0	16.0
Total Split (%)	11.4%	40.7%	15.0%	9.3%	38.6%	15.0%	40.7%	9.3%	9.3%	35.0%	11.4%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140

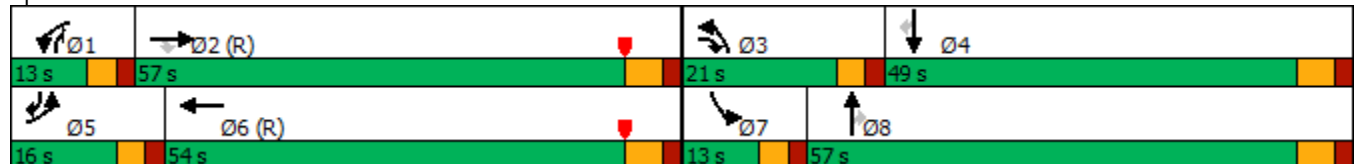
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2025 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	1649	333	80	1490	57	467	216	109	182	251	365
Future Volume (veh/h)	169	1649	333	80	1490	57	467	216	109	182	251	365
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	178	1736	140	84	1568	18	492	227	0	192	264	305
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	1961	790	129	2350	27	395	681		102	1091	591
Arrive On Green	0.07	0.38	0.38	0.01	0.12	0.12	0.15	0.48	0.00	0.06	0.31	0.31
Sat Flow, veh/h	3456	5106	1585	3456	6606	76	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	178	1736	140	84	1145	441	492	227	0	192	264	305
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1857	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	7.1	44.4	6.8	3.4	31.8	31.8	16.0	10.4	0.0	8.0	7.8	20.9
Cycle Q Clear(g_c), s	7.1	44.4	6.8	3.4	31.8	31.8	16.0	10.4	0.0	8.0	7.8	20.9
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	1961	790	129	1717	661	395	681		102	1091	591
V/C Ratio(X)	0.78	0.89	0.18	0.65	0.67	0.67	1.25	0.33		1.89	0.24	0.52
Avail Cap(c_a), veh/h	272	1961	790	197	1717	661	395	681		102	1091	591
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	40.2	19.3	68.2	53.8	53.8	59.4	25.6	0.0	66.0	36.3	34.1
Incr Delay (d2), s/veh	11.8	6.3	0.5	3.9	1.5	3.8	129.2	1.2	0.0	433.4	0.5	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	26.4	4.8	2.8	19.2	22.2	21.6	8.1	0.0	25.9	6.3	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	46.5	19.8	72.1	55.3	57.6	188.5	26.9	0.0	499.4	36.8	37.3
LnGrp LOS	E	D	B	E	E	E	F	C		F	D	D
Approach Vol, veh/h	2054		1670				719		761			
Approach Delay, s/veh	47.3		56.8				137.5		153.7			
Approach LOS	D		E				F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	59.8	21.0	49.0	14.2	55.8	13.0	57.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	8.0	51.0	16.0	43.0	11.0	48.0	8.0	51.0				
Max Q Clear Time (g_c+I1), s	5.4	46.4	18.0	22.9	9.1	33.8	10.0	12.4				
Green Ext Time (p_c), s	0.0	3.8	0.0	2.7	0.1	8.5	0.0	1.4				

### Intersection Summary

HCM 6th Ctrl Delay 78.4

HCM 6th LOS E

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings  
1: Abilene Street & Alameda Avenue

2025 Total AM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	52	1182	208	18	2022	164	145	38	55	131	166
Future Volume (vph)	52	1182	208	18	2022	164	145	38	55	131	166
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	18.0	84.0	19.0	10.0	76.0	19.0	29.0	10.0	17.0	27.0	18.0
Total Split (%)	12.9%	60.0%	13.6%	7.1%	54.3%	13.6%	20.7%	7.1%	12.1%	19.3%	12.9%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140

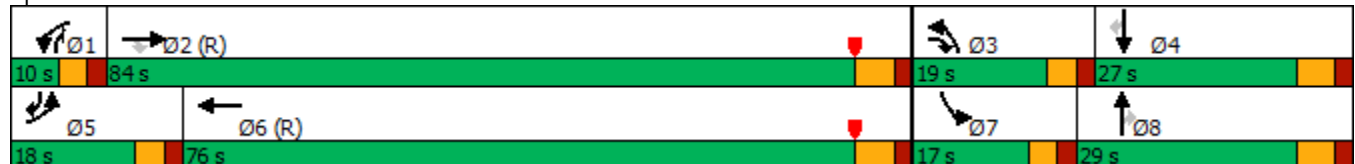
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2025 Total AM

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1182	208	18	2022	55	164	145	38	55	131	166
Future Volume (veh/h)	52	1182	208	18	2022	55	164	145	38	55	131	166
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	58	1313	9	20	2247	17	182	161	0	61	146	101
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	3091	1068	67	3933	30	236	326		78	533	288
Arrive On Green	0.03	0.61	0.61	0.01	0.20	0.20	0.02	0.06	0.00	0.04	0.15	0.15
Sat Flow, veh/h	3456	5106	1585	3456	6637	50	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	58	1313	9	20	1634	630	182	161	0	61	146	101
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1861	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	2.3	19.1	0.3	0.8	42.9	42.9	7.3	11.7	0.0	4.7	5.1	7.8
Cycle Q Clear(g_c), s	2.3	19.1	0.3	0.8	42.9	42.9	7.3	11.7	0.0	4.7	5.1	7.8
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	3091	1068	67	2860	1103	236	326		78	533	288
V/C Ratio(X)	0.52	0.42	0.01	0.30	0.57	0.57	0.77	0.49		0.78	0.27	0.35
Avail Cap(c_a), veh/h	321	3091	1068	123	2860	1103	346	326		153	533	288
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.18	0.18	0.18	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	14.7	7.5	68.6	40.2	40.2	67.3	60.0	0.0	66.3	52.7	50.0
Incr Delay (d2), s/veh	3.8	0.4	0.0	0.4	0.2	0.4	6.3	5.3	0.0	15.2	1.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	11.6	0.2	0.6	21.6	24.8	6.4	10.5	0.0	4.5	4.3	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	15.1	7.5	69.1	40.4	40.6	73.6	65.3	0.0	81.4	54.0	53.4
LnGrp LOS	E	B	A	E	D	D	E	E		F	D	D
Approach Vol, veh/h	1380		2284				343		308			
Approach Delay, s/veh	17.4		40.7				69.7		59.2			
Approach LOS	B		D				E		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	90.7	14.6	27.0	9.5	89.0	11.2	30.4				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	78.0	14.0	21.0	13.0	70.0	12.0	23.0				
Max Q Clear Time (g_c+I1), s	2.8	21.1	9.3	9.8	4.3	44.9	6.7	13.7				
Green Ext Time (p_c), s	0.0	12.6	0.2	0.9	0.1	17.6	0.0	0.5				

### Intersection Summary

HCM 6th Ctrl Delay 36.9

HCM 6th LOS D

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

# Timings

## 1: Abilene Street & Alameda Avenue

2025 Total PM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	169	1661	349	80	1498	478	219	109	182	255	365
Future Volume (vph)	169	1661	349	80	1498	478	219	109	182	255	365
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	30.0	68.0	34.0	12.0	50.0	34.0	32.0	12.0	28.0	26.0	30.0
Total Split (%)	21.4%	48.6%	24.3%	8.6%	35.7%	24.3%	22.9%	8.6%	20.0%	18.6%	21.4%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

### Intersection Summary

Cycle Length: 140

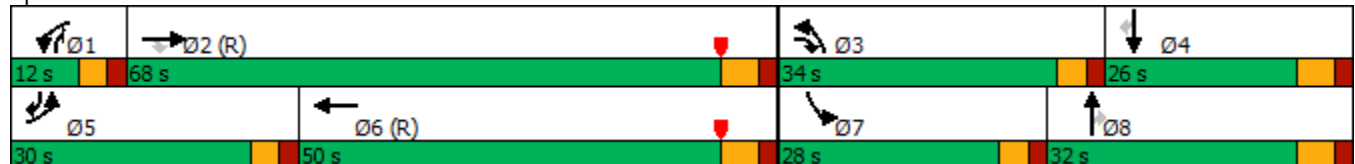
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2025 Total PM

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	1661	349	80	1498	57	478	219	109	182	255	365
Future Volume (veh/h)	169	1661	349	80	1498	57	478	219	109	182	255	365
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	178	1748	156	84	1577	18	503	231	0	192	268	305
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	2534	1051	128	3073	35	576	351		218	508	335
Arrive On Green	0.07	0.50	0.50	0.04	0.47	0.47	0.06	0.06	0.00	0.12	0.14	0.14
Sat Flow, veh/h	3456	5106	1585	3456	6607	75	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	178	1748	156	84	1152	443	503	231	0	192	268	305
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1857	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	7.1	36.7	5.2	3.4	23.5	23.5	20.2	16.9	0.0	14.8	9.8	20.0
Cycle Q Clear(g_c), s	7.1	36.7	5.2	3.4	23.5	23.5	20.2	16.9	0.0	14.8	9.8	20.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	2534	1051	128	2244	863	576	351		218	508	335
V/C Ratio(X)	0.76	0.69	0.15	0.66	0.51	0.51	0.87	0.66		0.88	0.53	0.91
Avail Cap(c_a), veh/h	617	2534	1051	173	2244	863	716	351		293	508	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.1	27.0	8.8	66.5	26.3	26.3	64.7	61.3	0.0	60.5	55.6	54.0
Incr Delay (d2), s/veh	4.9	1.6	0.3	3.9	0.6	1.5	9.3	8.8	0.0	20.6	3.9	31.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	21.1	3.3	2.8	13.0	14.9	15.3	14.3	0.0	12.6	8.2	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.0	28.6	9.1	70.5	26.9	27.8	73.9	70.1	0.0	81.1	59.5	85.1
LnGrp LOS	E	C	A	E	C	C	E	E		F	E	F
Approach Vol, veh/h	2082		1679				734		765			
Approach Delay, s/veh	30.6		29.3				72.7		75.1			
Approach LOS	C		C				E		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	75.5	28.3	26.0	14.5	71.1	22.1	32.2				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	7.0	62.0	29.0	20.0	25.0	44.0	23.0	26.0				
Max Q Clear Time (g_c+I1), s	5.4	38.7	22.2	22.0	9.1	25.5	16.8	18.9				
Green Ext Time (p_c), s	0.0	14.2	1.1	0.0	0.5	10.1	0.3	0.7				

### Intersection Summary

HCM 6th Ctrl Delay 42.5

HCM 6th LOS D

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings  
1: Abilene Street & Alameda Avenue

2027 Background AM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	54	1220	203	18	2092	155	147	40	57	133	173
Future Volume (vph)	54	1220	203	18	2092	155	147	40	57	133	173
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	16.0	57.0	21.0	13.0	54.0	21.0	57.0	13.0	13.0	49.0	16.0
Total Split (%)	11.4%	40.7%	15.0%	9.3%	38.6%	15.0%	40.7%	9.3%	9.3%	35.0%	11.4%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140

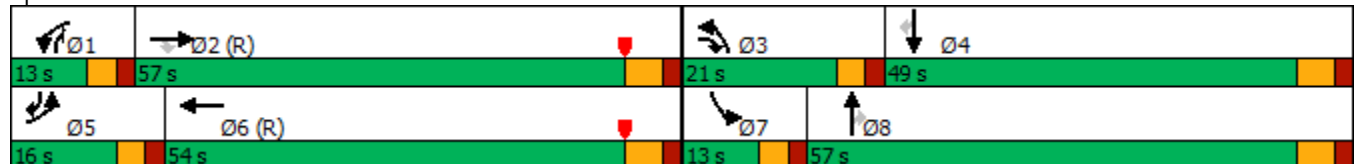
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2027 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1220	203	18	2092	57	155	147	40	57	133	173
Future Volume (veh/h)	54	1220	203	18	2092	57	155	147	40	57	133	173
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	60	1356	4	20	2324	19	172	163	0	63	148	109
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	2115	760	67	2661	22	225	681		80	1223	597
Arrive On Green	0.03	0.41	0.41	0.01	0.13	0.13	0.07	0.36	0.00	0.05	0.34	0.34
Sat Flow, veh/h	3456	5106	1585	3456	6632	54	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	60	1356	4	20	1691	652	172	163	0	63	148	109
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1861	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	2.4	29.7	0.2	0.8	48.1	48.1	6.9	8.5	0.0	4.9	4.0	6.4
Cycle Q Clear(g_c), s	2.4	29.7	0.2	0.8	48.1	48.1	6.9	8.5	0.0	4.9	4.0	6.4
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	2115	760	67	1936	746	225	681		80	1223	597
V/C Ratio(X)	0.54	0.64	0.01	0.30	0.87	0.87	0.76	0.24		0.78	0.12	0.18
Avail Cap(c_a), veh/h	272	2115	760	197	1936	746	395	681		102	1223	597
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	32.7	19.0	68.6	57.2	57.2	64.4	31.0	0.0	66.2	31.4	29.2
Incr Delay (d2), s/veh	4.0	1.5	0.0	0.2	0.6	1.5	5.3	0.8	0.0	25.9	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	18.0	0.1	0.6	23.2	26.8	5.8	7.3	0.0	5.1	3.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	34.2	19.0	68.8	57.8	58.7	69.7	31.8	0.0	92.0	31.6	29.9
LnGrp LOS	E	C	B	E	E	E	E	C		F	C	C
Approach Vol, veh/h	1420		2363				335		320			
Approach Delay, s/veh	35.7		58.2				51.2		42.9			
Approach LOS	D		E				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	64.0	14.1	54.2	9.5	62.2	11.3	57.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	8.0	51.0	16.0	43.0	11.0	48.0	8.0	51.0				
Max Q Clear Time (g_c+I1), s	2.8	31.7	8.9	8.4	4.4	50.1	6.9	10.5				
Green Ext Time (p_c), s	0.0	9.2	0.3	1.3	0.1	0.0	0.0	1.0				

### Intersection Summary

HCM 6th Ctrl Delay 49.4

HCM 6th LOS D

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings  
1: Abilene Street & Alameda Avenue

2027 Background PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	175	1716	346	83	1550	486	225	114	189	261	380
Future Volume (vph)	175	1716	346	83	1550	486	225	114	189	261	380
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	16.0	57.0	21.0	13.0	54.0	21.0	57.0	13.0	13.0	49.0	16.0
Total Split (%)	11.4%	40.7%	15.0%	9.3%	38.6%	15.0%	40.7%	9.3%	9.3%	35.0%	11.4%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140

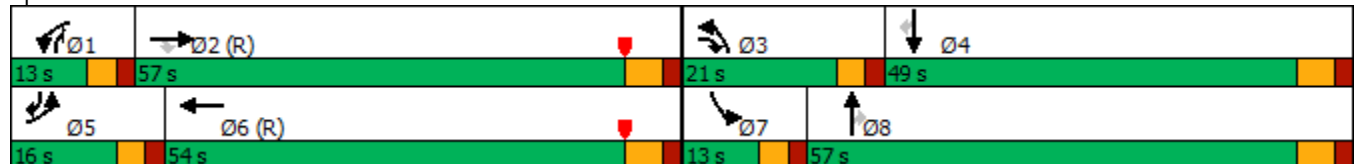
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2027 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1716	346	83	1550	60	486	225	114	189	261	380
Future Volume (veh/h)	175	1716	346	83	1550	60	486	225	114	189	261	380
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	184	1806	153	87	1632	21	512	237	0	199	275	321
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1956	788	132	2336	30	395	681		102	1091	594
Arrive On Green	0.07	0.38	0.38	0.01	0.12	0.12	0.15	0.48	0.00	0.06	0.31	0.31
Sat Flow, veh/h	3456	5106	1585	3456	6596	85	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	184	1806	153	87	1194	459	512	237	0	199	275	321
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1855	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	7.3	47.3	7.5	3.5	33.3	33.3	16.0	11.0	0.0	8.0	8.1	22.2
Cycle Q Clear(g_c), s	7.3	47.3	7.5	3.5	33.3	33.3	16.0	11.0	0.0	8.0	8.1	22.2
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	1956	788	132	1709	657	395	681		102	1091	594
V/C Ratio(X)	0.79	0.92	0.19	0.66	0.70	0.70	1.30	0.35		1.96	0.25	0.54
Avail Cap(c_a), veh/h	272	1956	788	197	1709	657	395	681		102	1091	594
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.3	41.2	19.6	68.2	54.6	54.6	59.4	25.8	0.0	66.0	36.4	34.3
Incr Delay (d2), s/veh	12.7	8.8	0.5	3.6	1.6	4.1	150.0	1.3	0.0	463.3	0.6	3.5
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(95%),veh/ln	6.5	28.3	5.3	2.9	19.8	22.9	23.4	8.5	0.0	27.2	6.6	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	50.0	20.1	71.8	56.2	58.7	209.4	27.1	0.0	529.3	37.0	37.9
LnGrp LOS	E	D	C	E	E	E	F	C		F	D	D
Approach Vol, veh/h	2143		1740				749		795			
Approach Delay, s/veh	50.2		57.7				151.7		160.6			
Approach LOS	D		E				F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	59.6	21.0	49.0	14.4	55.6	13.0	57.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	8.0	51.0	16.0	43.0	11.0	48.0	8.0	51.0				
Max Q Clear Time (g_c+l1), s	5.5	49.3	18.0	24.2	9.3	35.3	10.0	13.0				
Green Ext Time (p_c), s	0.0	1.5	0.0	2.8	0.1	8.1	0.0	1.5				

### Intersection Summary

HCM 6th Ctrl Delay 82.8

HCM 6th LOS F

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

# Timings

## 1: Abilene Street & Alameda Avenue

2027 Total AM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	54	1244	235	18	2115	186	155	40	57	141	173
Future Volume (vph)	54	1244	235	18	2115	186	155	40	57	141	173
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	17.0	85.0	21.0	10.0	78.0	21.0	30.0	10.0	15.0	24.0	17.0
Total Split (%)	12.1%	60.7%	15.0%	7.1%	55.7%	15.0%	21.4%	7.1%	10.7%	17.1%	12.1%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

2027 Total AM

## 1: Abilene Street & Alameda Avenue

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1244	235	18	2115	57	186	155	40	57	141	173
Future Volume (veh/h)	54	1244	235	18	2115	57	186	155	40	57	141	173
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	60	1382	39	20	2350	19	207	172	0	63	157	109
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	3099	1083	67	3940	32	263	321		81	499	274
Arrive On Green	0.03	0.61	0.61	0.01	0.20	0.20	0.03	0.06	0.00	0.05	0.14	0.14
Sat Flow, veh/h	3456	5106	1585	3456	6633	54	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	60	1382	39	20	1710	659	207	172	0	63	157	109
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1861	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	2.4	20.4	1.1	0.8	45.2	45.2	8.3	12.5	0.0	4.9	5.6	8.6
Cycle Q Clear(g_c), s	2.4	20.4	1.1	0.8	45.2	45.2	8.3	12.5	0.0	4.9	5.6	8.6
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	3099	1083	67	2866	1105	263	321		81	499	274
V/C Ratio(X)	0.54	0.45	0.04	0.30	0.60	0.60	0.79	0.54		0.78	0.31	0.40
Avail Cap(c_a), veh/h	296	3099	1083	123	2866	1105	395	321		127	499	274
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	14.8	7.2	68.6	41.0	41.0	67.1	60.6	0.0	66.2	54.1	51.4
Incr Delay (d2), s/veh	4.0	0.5	0.1	0.2	0.1	0.2	6.0	6.2	0.0	15.0	1.6	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	12.2	0.7	0.6	21.7	24.9	7.3	11.2	0.0	4.6	4.7	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	15.3	7.3	68.8	41.1	41.2	73.1	66.9	0.0	81.2	55.7	55.7
LnGrp LOS	E	B	A	E	D	D	E	E		F	E	E
Approach Vol, veh/h	1481		2389				379		329			
Approach Delay, s/veh	17.3		41.4				70.3		60.6			
Approach LOS	B		D				E		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	91.0	15.7	25.7	9.5	89.2	11.3	30.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	79.0	16.0	18.0	12.0	72.0	10.0	24.0				
Max Q Clear Time (g_c+I1), s	2.8	22.4	10.3	10.6	4.4	47.2	6.9	14.5				
Green Ext Time (p_c), s	0.0	13.9	0.3	0.7	0.1	18.3	0.0	0.6				

### Intersection Summary

HCM 6th Ctrl Delay 37.4

HCM 6th LOS D

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

# Timings

## 1: Abilene Street & Alameda Avenue

2027 Total PM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	175	1742	381	83	1566	508	230	114	189	270	380
Future Volume (vph)	175	1742	381	83	1566	508	230	114	189	270	380
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	29.0	70.0	35.0	11.0	52.0	35.0	31.0	11.0	28.0	24.0	29.0
Total Split (%)	20.7%	50.0%	25.0%	7.9%	37.1%	25.0%	22.1%	7.9%	20.0%	17.1%	20.7%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

### Intersection Summary

Cycle Length: 140

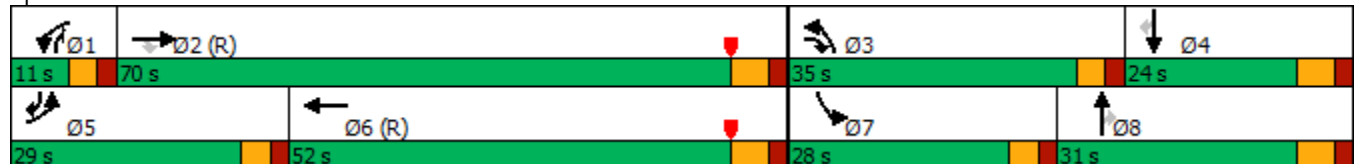
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2027 Total PM

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1742	381	83	1566	60	508	230	114	189	270	380
Future Volume (veh/h)	175	1742	381	83	1566	60	508	230	114	189	270	380
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	184	1834	190	87	1648	21	535	242	0	199	284	321
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	2554	1072	131	3088	39	609	335		224	457	315
Arrive On Green	0.07	0.50	0.50	0.04	0.47	0.47	0.06	0.06	0.00	0.13	0.13	0.13
Sat Flow, veh/h	3456	5106	1585	3456	6597	84	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	184	1834	190	87	1205	464	535	242	0	199	284	321
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1855	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	7.3	39.2	6.2	3.5	24.8	24.8	21.5	17.8	0.0	15.4	10.6	18.0
Cycle Q Clear(g_c), s	7.3	39.2	6.2	3.5	24.8	24.8	21.5	17.8	0.0	15.4	10.6	18.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	2554	1072	131	2259	868	609	335		224	457	315
V/C Ratio(X)	0.76	0.72	0.18	0.66	0.53	0.53	0.88	0.72		0.89	0.62	1.02
Avail Cap(c_a), veh/h	592	2554	1072	148	2259	868	741	335		293	457	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.0	27.3	8.3	66.5	26.4	26.4	64.4	62.5	0.0	60.2	57.8	56.1
Incr Delay (d2), s/veh	4.9	1.8	0.4	6.1	0.6	1.6	9.5	11.9	0.0	21.9	6.2	56.0
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(95%),veh/ln	6.0	22.3	4.0	2.9	13.5	15.5	16.1	15.2	0.0	13.1	8.9	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	29.1	8.7	72.6	27.0	28.0	74.0	74.4	0.0	82.1	64.0	112.1
LnGrp LOS	E	C	A	E	C	C	E	E		F	E	F
Approach Vol, veh/h	2208		1756				777		804			
Approach Delay, s/veh	30.6		29.5				74.1		87.7			
Approach LOS	C		C				E		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	76.0	29.7	24.0	14.8	71.5	22.6	31.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	6.0	64.0	30.0	18.0	24.0	46.0	23.0	25.0				
Max Q Clear Time (g_c+I1), s	5.5	41.2	23.5	20.0	9.3	26.8	17.4	19.8				
Green Ext Time (p_c), s	0.0	14.9	1.2	0.0	0.5	10.8	0.3	0.6				

### Intersection Summary

HCM 6th Ctrl Delay 44.6

HCM 6th LOS D

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings  
1: Abilene Street & Alameda Avenue

2040 Background AM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	70	1578	263	24	2707	200	190	52	74	172	224
Future Volume (vph)	70	1578	263	24	2707	200	190	52	74	172	224
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	16.0	57.0	21.0	13.0	54.0	21.0	57.0	13.0	13.0	49.0	16.0
Total Split (%)	11.4%	40.7%	15.0%	9.3%	38.6%	15.0%	40.7%	9.3%	9.3%	35.0%	11.4%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140

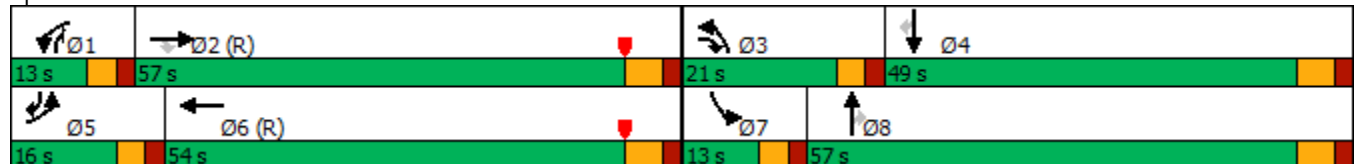
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2040 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1578	263	24	2707	74	200	190	52	74	172	224
Future Volume (veh/h)	70	1578	263	24	2707	74	200	190	52	74	172	224
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	78	1753	70	27	3008	38	222	211	0	82	191	166
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	2033	757	80	2547	32	274	681		102	1215	598
Arrive On Green	0.04	0.40	0.40	0.01	0.13	0.13	0.11	0.48	0.00	0.06	0.34	0.34
Sat Flow, veh/h	3456	5106	1585	3456	6598	83	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	78	1753	70	27	2199	847	222	211	0	82	191	166
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1855	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	3.1	44.0	3.4	1.1	54.1	54.1	8.8	9.6	0.0	6.4	5.2	10.2
Cycle Q Clear(g_c), s	3.1	44.0	3.4	1.1	54.1	54.1	8.8	9.6	0.0	6.4	5.2	10.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	2033	757	80	1863	716	274	681		102	1215	598
V/C Ratio(X)	0.64	0.86	0.09	0.34	1.18	1.18	0.81	0.31		0.81	0.16	0.28
Avail Cap(c_a), veh/h	272	2033	757	197	1863	716	395	681		102	1215	598
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.6	38.6	20.0	68.4	61.1	61.1	61.6	25.4	0.0	65.2	32.0	30.3
Incr Delay (d2), s/veh	5.5	5.1	0.2	0.2	81.5	83.8	7.9	1.2	0.0	36.1	0.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	25.9	2.4	0.8	46.0	53.5	7.4	7.7	0.0	7.1	4.2	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.1	43.7	20.2	68.6	142.6	144.9	69.5	26.6	0.0	101.3	32.3	31.5
LnGrp LOS	E	D	C	E	F	F	E	C		F	C	C
Approach Vol, veh/h	1901		3073				433		439			
Approach Delay, s/veh	44.0		142.6				48.6		44.9			
Approach LOS	D		F				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	61.7	16.1	53.9	9.9	60.1	13.0	57.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	8.0	51.0	16.0	43.0	11.0	48.0	8.0	51.0				
Max Q Clear Time (g_c+I1), s	3.1	46.0	10.8	12.2	5.1	56.1	8.4	11.6				
Green Ext Time (p_c), s	0.0	4.1	0.3	1.8	0.1	0.0	0.0	1.3				

### Intersection Summary

HCM 6th Ctrl Delay 96.2

HCM 6th LOS F

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings  
1: Abilene Street & Alameda Avenue

2040 Background PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	227	2219	448	108	2005	629	291	147	245	337	491
Future Volume (vph)	227	2219	448	108	2005	629	291	147	245	337	491
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	16.0	57.0	21.0	13.0	54.0	21.0	57.0	13.0	13.0	49.0	16.0
Total Split (%)	11.4%	40.7%	15.0%	9.3%	38.6%	15.0%	40.7%	9.3%	9.3%	35.0%	11.4%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140

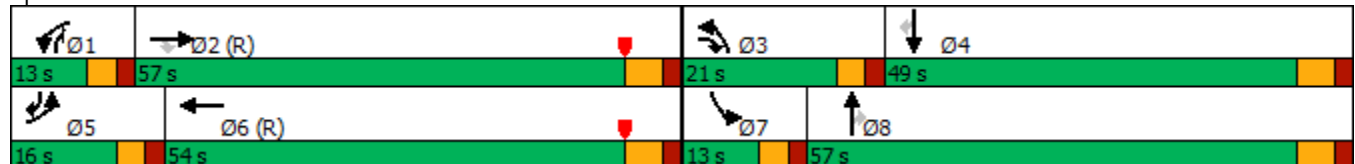
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2040 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	2219	448	108	2005	77	629	291	147	245	337	491
Future Volume (veh/h)	227	2219	448	108	2005	77	629	291	147	245	337	491
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	239	2336	261	114	2111	39	662	306	0	258	355	438
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	1913	775	162	2247	42	395	681		102	1091	611
Arrive On Green	0.08	0.37	0.37	0.02	0.11	0.11	0.19	0.61	0.00	0.06	0.31	0.31
Sat Flow, veh/h	3456	5106	1585	3456	6553	121	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	239	2336	261	114	1554	596	662	306	0	258	355	438
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1849	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	9.6	52.4	14.1	4.6	44.8	44.8	16.0	12.3	0.0	8.0	10.8	32.8
Cycle Q Clear(g_c), s	9.6	52.4	14.1	4.6	44.8	44.8	16.0	12.3	0.0	8.0	10.8	32.8
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	1913	775	162	1654	634	395	681		102	1091	611
V/C Ratio(X)	0.88	1.22	0.34	0.70	0.94	0.94	1.68	0.45		2.53	0.33	0.72
Avail Cap(c_a), veh/h	272	1913	775	197	1654	634	395	681		102	1091	611
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.34	0.34	0.34	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	43.8	21.9	68.0	60.6	60.6	56.6	19.8	0.0	66.0	37.3	36.5
Incr Delay (d2), s/veh	26.5	104.5	1.2	3.0	4.9	10.8	314.5	2.0	0.0	718.7	0.8	7.0
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(95%),veh/ln	8.9	57.2	9.4	3.5	24.4	28.8	37.3	8.5	0.0	38.0	8.5	20.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.4	148.3	23.1	70.9	65.5	71.4	371.1	21.8	0.0	784.7	38.1	43.5
LnGrp LOS	F	F	C	E	E	E	F	C		F	D	D
Approach Vol, veh/h	2836		2264				968			1051		
Approach Delay, s/veh	131.9		67.3				260.7			223.6		
Approach LOS	F		E				F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	58.4	21.0	49.0	16.0	54.0	13.0	57.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	8.0	51.0	16.0	43.0	11.0	48.0	8.0	51.0				
Max Q Clear Time (g_c+I1), s	6.6	54.4	18.0	34.8	11.6	46.8	10.0	14.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.6	0.0	1.1	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay	142.4											
HCM 6th LOS	F											

# Timings

## 1: Abilene Street & Alameda Avenue

2040 Total AM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	70	1602	295	24	2730	231	198	52	74	180	224
Future Volume (vph)	70	1602	295	24	2730	231	198	52	74	180	224
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	15.0	88.0	18.0	10.0	83.0	18.0	28.0	10.0	14.0	24.0	15.0
Total Split (%)	10.7%	62.9%	12.9%	7.1%	59.3%	12.9%	20.0%	7.1%	10.0%	17.1%	10.7%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

### Intersection Summary

Cycle Length: 140








Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue

 Ø1	 Ø2 (R)	 Ø3	 Ø4
10 s	88 s	18 s	24 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
15 s	83 s	14 s	28 s

# HCM 6th Signalized Intersection Summary

2040 Total AM

## 1: Abilene Street & Alameda Avenue

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1602	295	24	2730	74	231	198	52	74	180	224
Future Volume (veh/h)	70	1602	295	24	2730	74	231	198	52	74	180	224
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	78	1780	106	27	3033	38	257	220	0	82	200	166
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	3076	1095	80	3895	49	307	299		102	457	260
Arrive On Green	0.04	0.60	0.60	0.01	0.19	0.19	0.03	0.05	0.00	0.06	0.13	0.13
Sat Flow, veh/h	3456	5106	1585	3456	6599	83	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	78	1780	106	27	2216	855	257	220	0	82	200	166
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1856	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	3.1	29.8	3.1	1.1	61.0	61.2	10.4	16.2	0.0	6.4	7.3	13.7
Cycle Q Clear(g_c), s	3.1	29.8	3.1	1.1	61.0	61.2	10.4	16.2	0.0	6.4	7.3	13.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	3076	1095	80	2849	1095	307	299		102	457	260
V/C Ratio(X)	0.64	0.58	0.10	0.34	0.78	0.78	0.84	0.74		0.80	0.44	0.64
Avail Cap(c_a), veh/h	247	3076	1095	123	2849	1095	321	299		115	457	260
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	17.0	7.2	68.4	47.7	47.7	67.0	63.4	0.0	65.2	56.3	54.7
Incr Delay (d2), s/veh	5.5	0.8	0.2	0.2	0.2	0.5	16.8	14.7	0.0	29.7	3.0	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	16.8	2.0	0.8	28.9	33.3	9.4	14.5	0.0	6.7	6.3	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	17.8	7.3	68.6	47.9	48.3	83.8	78.1	0.0	94.9	59.4	66.1
LnGrp LOS	E	B	A	E	D	D	F	E		F	E	E
Approach Vol, veh/h	1964		3098				477		448			
Approach Delay, s/veh	19.4		48.2				81.2		68.4			
Approach LOS	B		D				F		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	90.3	17.4	24.0	9.9	88.6	13.0	28.4				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	82.0	13.0	18.0	10.0	77.0	9.0	22.0				
Max Q Clear Time (g_c+I1), s	3.1	31.8	12.4	15.7	5.1	63.2	8.4	18.2				
Green Ext Time (p_c), s	0.0	21.2	0.1	0.4	0.1	12.8	0.0	0.4				

### Intersection Summary

HCM 6th Ctrl Delay 42.9

HCM 6th LOS D

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

# Timings

## 1: Abilene Street & Alameda Avenue

2040 Total PM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	227	2245	483	108	2021	651	296	147	245	346	491
Future Volume (vph)	227	2245	483	108	2021	651	296	147	245	346	491
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	27.0	73.0	33.0	10.0	56.0	33.0	31.0	10.0	26.0	24.0	27.0
Total Split (%)	19.3%	52.1%	23.6%	7.1%	40.0%	23.6%	22.1%	7.1%	18.6%	17.1%	19.3%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

### Intersection Summary

Cycle Length: 140

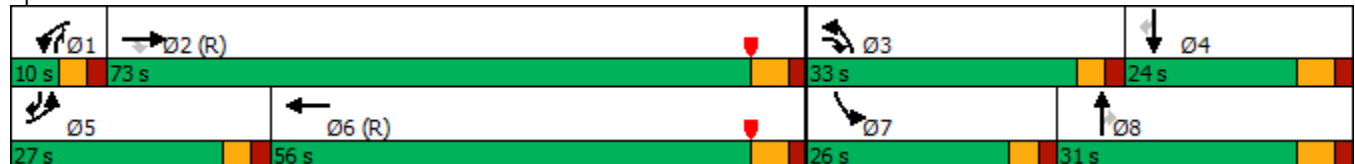
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue





# HCM 6th Signalized Intersection Summary

2040 Total PM

## 1: Abilene Street & Alameda Avenue

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	2245	483	108	2021	77	651	296	147	245	346	491
Future Volume (veh/h)	227	2245	483	108	2021	77	651	296	147	245	346	491
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	239	2363	508	114	2127	81	685	312	0	258	364	438
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	2444	1076	123	2744	104	691	334		267	457	340
Arrive On Green	0.09	0.48	0.48	0.01	0.14	0.14	0.07	0.06	0.00	0.15	0.13	0.13
Sat Flow, veh/h	3456	5106	1585	3456	6408	244	3456	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	239	2363	508	114	1602	606	685	312	0	258	364	438
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1826	1728	1870	1585	1781	1777	1585
Q Serve(g_s), s	9.5	62.9	21.2	4.6	44.8	44.8	27.7	23.3	0.0	20.2	13.9	18.0
Cycle Q Clear(g_c), s	9.5	62.9	21.2	4.6	44.8	44.8	27.7	23.3	0.0	20.2	13.9	18.0
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	2444	1076	123	2066	782	691	334		267	457	340
V/C Ratio(X)	0.80	0.97	0.47	0.92	0.78	0.78	0.99	0.93		0.97	0.80	1.29
Avail Cap(c_a), veh/h	543	2444	1076	123	2066	782	691	334		267	457	340
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.34	0.34	0.34	0.92	0.92	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	35.4	10.6	69.0	53.6	53.6	65.3	65.1	0.0	59.1	59.2	55.0
Incr Delay (d2), s/veh	5.0	12.0	1.5	28.8	1.0	2.6	30.5	33.2	0.0	45.4	13.5	149.6
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(95%),veh/ln	7.8	36.1	12.2	4.1	23.8	27.1	22.2	20.9	0.0	18.3	11.5	38.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	47.4	12.1	97.7	54.6	56.3	95.8	98.2	0.0	104.6	72.7	204.6
LnGrp LOS	E	D	B	F	D	E	F	F		F	E	F
Approach Vol, veh/h	3110		2322				997		1060			
Approach Delay, s/veh	43.2		57.2				96.5		135.0			
Approach LOS	D		E				F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	73.0	33.0	24.0	17.1	65.9	26.0	31.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	67.0	28.0	18.0	22.0	50.0	21.0	25.0				
Max Q Clear Time (g_c+l1), s	6.6	64.9	29.7	20.0	11.5	46.8	22.2	25.3				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.6	2.9	0.0	0.0				

### Intersection Summary

HCM 6th Ctrl Delay 67.6

HCM 6th LOS E

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings  
1: Abilene Street & Alameda Avenue

2040 Total AM-Improved

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	70	1602	295	24	2730	231	198	52	74	180	224
Future Volume (vph)	70	1602	295	24	2730	231	198	52	74	180	224
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	17.0	90.0	16.0	10.0	83.0	16.0	30.0	10.0	10.0	24.0	17.0
Total Split (%)	12.1%	64.3%	11.4%	7.1%	59.3%	11.4%	21.4%	7.1%	7.1%	17.1%	12.1%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140

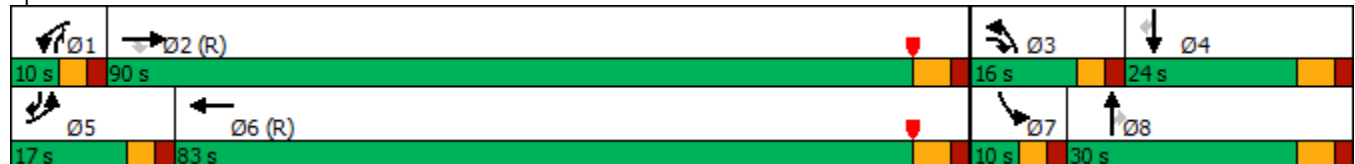
Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2040 Total AM-Improved  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1602	295	24	2730	74	231	198	52	74	180	224
Future Volume (veh/h)	70	1602	295	24	2730	74	231	198	52	74	180	224
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	78	1780	106	27	3033	38	257	220	0	82	200	166
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	3127	1076	80	3961	50	334	321		123	500	279
Arrive On Green	0.04	0.61	0.61	0.01	0.20	0.20	0.02	0.06	0.00	0.04	0.14	0.14
Sat Flow, veh/h	3456	5106	1585	3456	6599	83	5023	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	78	1780	106	27	2216	855	257	220	0	82	200	166
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1856	1674	1870	1585	1728	1777	1585
Q Serve(g_s), s	3.1	29.0	3.2	1.1	60.8	61.0	7.1	16.2	0.0	3.3	7.2	13.5
Cycle Q Clear(g_c), s	3.1	29.0	3.2	1.1	60.8	61.0	7.1	16.2	0.0	3.3	7.2	13.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	3127	1076	80	2897	1114	334	321		123	500	279
V/C Ratio(X)	0.64	0.57	0.10	0.34	0.77	0.77	0.77	0.69		0.66	0.40	0.59
Avail Cap(c_a), veh/h	296	3127	1076	123	2897	1114	395	321		123	500	279
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.6	16.1	7.7	68.4	46.8	46.9	67.4	62.3	0.0	66.7	54.8	53.1
Incr Delay (d2), s/veh	5.4	0.8	0.2	0.2	0.2	0.5	7.5	11.3	0.0	12.6	2.4	9.0
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(95%),veh/ln	2.6	16.3	2.1	0.8	28.8	33.2	6.1	14.1	0.0	3.0	6.1	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.1	16.9	7.9	68.6	47.0	47.4	74.9	73.6	0.0	79.3	57.1	62.1
LnGrp LOS	E	B	A	E	D	D	E	E		E	E	E
Approach Vol, veh/h		1964			3098			477			448	
Approach Delay, s/veh		18.6			47.3			74.3			63.0	
Approach LOS		B			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	91.7	14.3	25.7	10.0	90.0	10.0	30.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	84.0	11.0	18.0	12.0	77.0	5.0	24.0				
Max Q Clear Time (g_c+I1), s	3.1	31.0	9.1	15.5	5.1	63.0	5.3	18.2				
Green Ext Time (p_c), s	0.0	21.6	0.2	0.5	0.1	13.1	0.0	0.5				

### Intersection Summary

HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings  
1: Abilene Street & Alameda Avenue

2040 Total PM-Improved

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	227	2245	483	108	2021	651	296	147	245	346	491
Future Volume (vph)	227	2245	483	108	2021	651	296	147	245	346	491
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	3	8	1	7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	3	1	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	10.0	24.0	10.0	24.0	10.0	10.0	24.0	10.0
Total Split (s)	32.0	74.0	30.0	12.0	54.0	30.0	34.0	12.0	20.0	24.0	32.0
Total Split (%)	22.9%	52.9%	21.4%	8.6%	38.6%	21.4%	24.3%	8.6%	14.3%	17.1%	22.9%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 29 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 1: Abilene Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 1: Abilene Street & Alameda Avenue

2040 Total PM-Improved

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	2245	483	108	2021	77	651	296	147	245	346	491
Future Volume (veh/h)	227	2245	483	108	2021	77	651	296	147	245	346	491
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	239	2363	508	114	2127	81	685	312	0	258	364	438
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	2588	1051	161	2990	114	784	374		309	474	349
Arrive On Green	0.09	0.51	0.51	0.03	0.31	0.31	0.16	0.20	0.00	0.09	0.13	0.13
Sat Flow, veh/h	3456	5106	1585	3456	6408	244	5023	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	239	2363	508	114	1602	606	685	312	0	258	364	438
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1826	1674	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.5	59.5	22.2	4.6	41.1	41.1	18.7	22.4	0.0	10.3	13.8	18.7
Cycle Q Clear(g_c), s	9.5	59.5	22.2	4.6	41.1	41.1	18.7	22.4	0.0	10.3	13.8	18.7
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	2588	1051	161	2251	852	784	374		309	474	349
V/C Ratio(X)	0.80	0.91	0.48	0.71	0.71	0.71	0.87	0.83		0.83	0.77	1.26
Avail Cap(c_a), veh/h	666	2588	1051	173	2251	852	897	374		370	474	349
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.7	31.7	11.7	66.9	39.8	39.8	57.7	53.8	0.0	62.7	58.6	54.6
Incr Delay (d2), s/veh	4.8	6.3	1.6	4.6	0.7	1.9	7.9	17.6	0.0	13.1	11.4	136.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	32.9	12.8	3.6	21.1	24.0	13.0	17.9	0.0	8.8	11.3	37.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	38.0	13.3	71.4	40.5	41.7	65.6	71.4	0.0	75.8	70.0	190.8
LnGrp LOS	E	D	B	E	D	D	E	E		E	E	F
Approach Vol, veh/h		3110			2322			997			1060	
Approach Delay, s/veh		36.2			42.3			67.4			121.3	
Approach LOS		D			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	77.0	26.9	24.7	17.2	71.3	17.5	34.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	7.0	68.0	25.0	18.0	27.0	48.0	15.0	28.0				
Max Q Clear Time (g_c+I1), s	6.6	61.5	20.7	20.7	11.5	43.1	12.3	24.4				
Green Ext Time (p_c), s	0.0	6.1	1.2	0.0	0.7	4.3	0.2	0.6				

### Intersection Summary

HCM 6th Ctrl Delay 54.3

HCM 6th LOS D

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

# Timings

## 2: Crystal Street & Alameda Avenue

2023 Existing AM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	1122	57	37	1950	37	7	4	1
Future Volume (vph)	36	1122	57	37	1950	37	7	4	1
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

### Intersection Summary

Cycle Length: 140

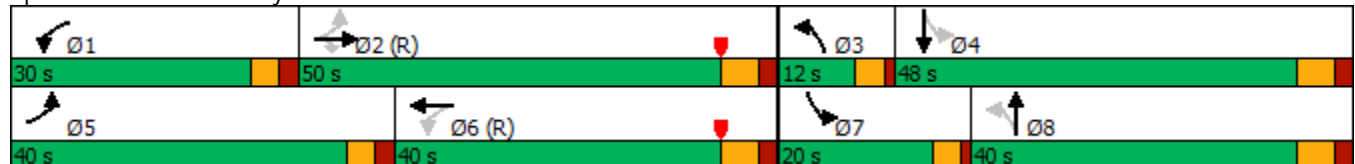
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2023 Existing AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1122	57	37	1950	30	37	7	28	4	1	18
Future Volume (veh/h)	36	1122	57	37	1950	30	37	7	28	4	1	18
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	40	1261	64	42	2191	34	42	8	31	4	1	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	2515	781	224	2554	40	507	109	421	917	23	456
Arrive On Green	0.02	0.33	0.33	0.03	0.49	0.49	0.03	0.32	0.32	0.01	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	5180	80	1781	336	1301	3456	76	1521
Grp Volume(v), veh/h	40	1261	64	42	1439	786	42	0	39	4	0	21
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1856	1781	0	1636	1728	0	1597
Q Serve(g_s), s	0.8	27.8	3.9	1.6	52.0	52.2	2.2	0.0	2.3	0.1	0.0	1.3
Cycle Q Clear(g_c), s	0.8	27.8	3.9	1.6	52.0	52.2	2.2	0.0	2.3	0.1	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.79	1.00		0.95
Lane Grp Cap(c), veh/h	241	2515	781	224	1678	915	507	0	529	917	0	479
V/C Ratio(X)	0.17	0.50	0.08	0.19	0.86	0.86	0.08	0.00	0.07	0.00	0.00	0.04
Avail Cap(c_a), veh/h	1007	2515	781	491	1678	915	558	0	529	1294	0	479
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.48	0.48	0.48	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	33.1	25.1	19.5	31.2	31.2	31.4	0.0	32.8	33.8	0.0	34.8
Incr Delay (d2), s/veh	0.2	0.5	0.2	0.2	3.0	5.3	0.1	0.0	0.3	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	17.1	2.8	1.2	26.3	29.2	1.8	0.0	1.8	0.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	33.6	25.3	19.7	34.1	36.5	31.5	0.0	33.1	33.8	0.0	34.9
LnGrp LOS	C	C	C	B	C	D	C	A	C	C	A	C
Approach Vol, veh/h	1365					2267		81		25		
Approach Delay, s/veh	33.1					34.7		32.3		34.8		
Approach LOS	C					C		C		C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	75.0	8.0	48.0	8.9	75.0	4.7	51.3				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	25.0	44.0	8.0	42.0	35.0	34.0	16.0	34.0				
Max Q Clear Time (g_c+I1), s	3.6	29.8	4.2	3.3	2.8	54.2	2.1	4.3				
Green Ext Time (p_c), s	0.1	7.3	0.0	0.1	0.1	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			34.0									
HCM 6th LOS			C									

# Timings

## 2: Crystal Street & Alameda Avenue

2023 Existing PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	138	1549	177	93	1307	129	55	77	43
Future Volume (vph)	138	1549	177	93	1307	129	55	77	43
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

### Intersection Summary

Cycle Length: 140

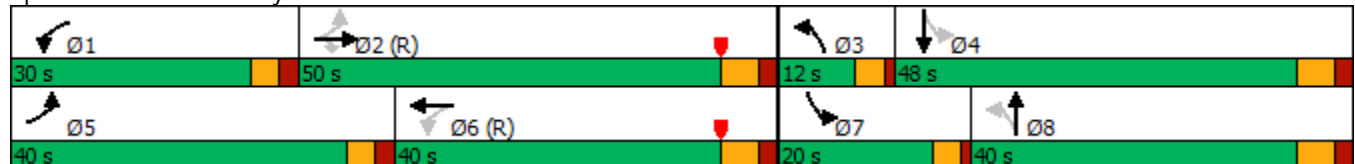
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2023 Existing PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1549	177	93	1307	99	129	55	118	77	43	77
Future Volume (veh/h)	138	1549	177	93	1307	99	129	55	118	77	43	77
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	145	1631	186	98	1376	104	136	58	124	81	45	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	2291	711	179	2194	166	461	171	367	780	180	323
Arrive On Green	0.04	0.45	0.45	0.04	0.45	0.45	0.06	0.32	0.32	0.03	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	4843	366	1781	531	1135	3456	599	1078
Grp Volume(v), veh/h	145	1631	186	98	967	513	136	0	182	81	0	126
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1804	1781	0	1666	1728	0	1676
Q Serve(g_s), s	3.1	36.2	10.3	4.1	30.4	30.4	7.3	0.0	11.6	2.2	0.0	8.0
Cycle Q Clear(g_c), s	3.1	36.2	10.3	4.1	30.4	30.4	7.3	0.0	11.6	2.2	0.0	8.0
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.68	1.00		0.64
Lane Grp Cap(c), veh/h	404	2291	711	179	1542	818	461	0	538	780	0	503
V/C Ratio(X)	0.36	0.71	0.26	0.55	0.63	0.63	0.30	0.00	0.34	0.10	0.00	0.25
Avail Cap(c_a), veh/h	1130	2291	711	418	1542	818	461	0	538	1057	0	503
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)	0.23	0.23	0.23	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	31.3	24.1	26.6	29.3	29.3	30.8	0.0	36.0	32.0	0.0	37.1
Incr Delay (d2), s/veh	0.1	0.4	0.2	1.9	1.4	2.7	0.4	0.0	1.7	0.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	17.5	5.6	3.2	17.3	18.6	5.9	0.0	8.8	1.7	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	31.7	24.3	28.5	30.7	31.9	31.2	0.0	37.7	32.1	0.0	38.3
LnGrp LOS	C	C	C	C	C	C	C	A	D	C	A	D
Approach Vol, veh/h		1962		1578		318		207				
Approach Delay, s/veh		30.4		30.9		34.9		35.9				
Approach LOS		C		C		C		D				
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s		11.2	68.8	12.0	48.0	10.6	69.4	8.8	51.2			
Change Period (Y+Rc), s		5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0			
Max Green Setting (Gmax), s		25.0	44.0	8.0	42.0	35.0	34.0	16.0	34.0			
Max Q Clear Time (g_c+I1), s		6.1	38.2	9.3	10.0	5.1	32.4	4.2	13.6			
Green Ext Time (p_c), s		0.2	4.6	0.0	0.8	0.5	1.3	0.1	1.1			
Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									

# Timings 2: Crystal Street & Alameda Avenue

2025 Background AM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	1167	57	37	2029	37	7	4	1
Future Volume (vph)	36	1167	57	37	2029	37	7	4	1
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

## Intersection Summary

Cycle Length: 140

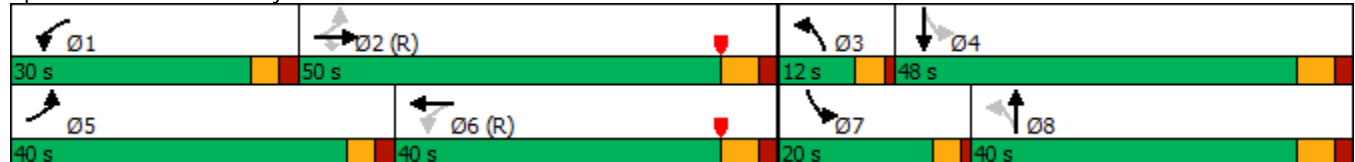
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2025 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations																	
Traffic Volume (veh/h)	36	1167	57	37	2029	30	37	7	28	4	1	18					
Future Volume (veh/h)	36	1167	57	37	2029	30	37	7	28	4	1	18					
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	40	1311	64	42	2280	34	42	8	31	4	1	20					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89					
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2					
Cap, veh/h	229	2515	781	215	2556	38	507	109	421	917	23	456					
Arrive On Green	0.02	0.33	0.33	0.03	0.49	0.49	0.03	0.32	0.32	0.01	0.30	0.30					
Sat Flow, veh/h	3456	5106	1585	1781	5183	77	1781	336	1301	3456	76	1521					
Grp Volume(v), veh/h	40	1311	64	42	1496	818	42	0	39	4	0	21					
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1856	1781	0	1636	1728	0	1597					
Q Serve(g_s), s	0.8	29.1	3.9	1.6	55.6	55.9	2.2	0.0	2.3	0.1	0.0	1.3					
Cycle Q Clear(g_c), s	0.8	29.1	3.9	1.6	55.6	55.9	2.2	0.0	2.3	0.1	0.0	1.3					
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.79	1.00		0.95					
Lane Grp Cap(c), veh/h	229	2515	781	215	1678	915	507	0	529	917	0	479					
V/C Ratio(X)	0.17	0.52	0.08	0.20	0.89	0.89	0.08	0.00	0.07	0.00	0.00	0.04					
Avail Cap(c_a), veh/h	996	2515	781	482	1678	915	558	0	529	1294	0	479					
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Upstream Filter(I)	0.73	0.73	0.73	0.41	0.41	0.41	1.00	0.00	1.00	1.00	0.00	1.00					
Uniform Delay (d), s/veh	29.4	33.5	25.1	19.8	32.1	32.2	31.4	0.0	32.8	33.8	0.0	34.8					
Incr Delay (d2), s/veh	0.3	0.6	0.2	0.2	3.4	6.0	0.1	0.0	0.3	0.0	0.0	0.2					
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
%ile BackOfQ(95%),veh/ln	0.6	17.7	2.8	1.2	27.6	30.8	1.8	0.0	1.8	0.1	0.0	1.0					
Unsig. Movement Delay, s/veh																	
LnGrp Delay(d),s/veh	29.6	34.1	25.3	20.0	35.5	38.2	31.5	0.0	33.1	33.8	0.0	34.9					
LnGrp LOS	C	C	C	B	D	D	C	A	C	C	A	C					
Approach Vol, veh/h		1415		2356		81		25									
Approach Delay, s/veh		33.6		36.1		32.3		34.8									
Approach LOS		C		D		C		C									
Timer - Assigned Phs																	
Phs Duration (G+Y+Rc), s		9.0		75.0		8.0		48.0		8.9		75.0		4.7		51.3	
Change Period (Y+Rc), s		5.0		6.0		4.0		6.0		5.0		6.0		4.0		6.0	
Max Green Setting (Gmax), s		25.0		44.0		8.0		42.0		35.0		34.0		16.0		34.0	
Max Q Clear Time (g_c+I1), s		3.6		31.1		4.2		3.3		2.8		57.9		2.1		4.3	
Green Ext Time (p_c), s		0.1		7.1		0.0		0.1		0.1		0.0		0.0		0.2	
Intersection Summary																	
HCM 6th Ctrl Delay			35.1														
HCM 6th LOS			D														

# Timings 2: Crystal Street & Alameda Avenue

2025 Background PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	138	1612	177	93	1360	129	55	77	43
Future Volume (vph)	138	1612	177	93	1360	129	55	77	43
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

## Intersection Summary

Cycle Length: 140

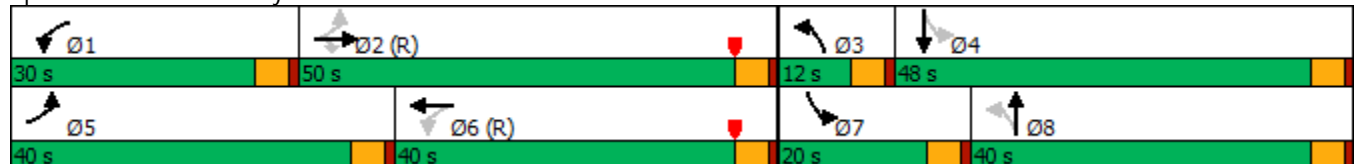
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2025 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	138	1612	177	93	1360	99	129	55	118	77	43	77	
Future Volume (veh/h)	138	1612	177	93	1360	99	129	55	118	77	43	77	
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	145	1697	186	98	1432	104	136	58	124	81	45	81	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	399	2368	735	176	2273	165	469	175	375	799	186	335	
Arrive On Green	0.04	0.46	0.46	0.04	0.47	0.47	0.05	0.33	0.33	0.03	0.31	0.31	
Sat Flow, veh/h	3456	5106	1585	1781	4858	353	1781	531	1135	3456	599	1078	
Grp Volume(v), veh/h	145	1697	186	98	1003	533	136	0	182	81	0	126	
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1807	1781	0	1666	1728	0	1676	
Q Serve(g_s), s	3.0	37.4	10.0	4.0	31.1	31.1	7.3	0.0	11.5	2.2	0.0	7.8	
Cycle Q Clear(g_c), s	3.0	37.4	10.0	4.0	31.1	31.1	7.3	0.0	11.5	2.2	0.0	7.8	
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.68	1.00		0.64	
Lane Grp Cap(c), veh/h	399	2368	735	176	1593	846	469	0	550	799	0	521	
V/C Ratio(X)	0.36	0.72	0.25	0.56	0.63	0.63	0.29	0.00	0.33	0.10	0.00	0.24	
Avail Cap(c_a), veh/h	1140	2368	735	423	1593	846	469	0	550	1064	0	521	
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)	0.14	0.14	0.14	0.70	0.70	0.70	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	22.3	30.2	22.8	26.4	28.1	28.1	30.7	0.0	35.3	31.0	0.0	36.0	
Incr Delay (d2), s/veh	0.1	0.3	0.1	1.9	1.3	2.5	0.3	0.0	1.6	0.1	0.0	1.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	1.9	17.3	5.1	3.1	17.5	18.8	5.9	0.0	8.7	1.7	0.0	6.2	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	22.4	30.4	22.9	28.3	29.4	30.6	31.1	0.0	36.9	31.1	0.0	37.1	
LnGrp LOS	C	C	C	C	C	C	C	A	D	C	A	D	
Approach Vol, veh/h		2028		1634		318		207					
Approach Delay, s/veh		29.2		29.7		34.4		34.7					
Approach LOS		C		C		C		C					
Timer - Assigned Phs													
Phs Duration (G+Y+Rc), s		10.6		69.4		12.0		48.0		10.0		70.0	
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s		25.5		45.5		7.5		43.5		35.5		35.5	
Max Q Clear Time (g_c+l1), s		6.0		39.4		9.3		9.8		5.0		33.1	
Green Ext Time (p_c), s		0.2		4.9		0.0		0.8		0.5		1.8	
Intersection Summary													
HCM 6th Ctrl Delay			30.1										
HCM 6th LOS			C										

# Timings 2: Crystal Street & Alameda Avenue

2025 Total AM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	1167	66	43	2029	48	11	4	4
Future Volume (vph)	36	1167	66	43	2029	48	11	4	4
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

## Intersection Summary

Cycle Length: 140

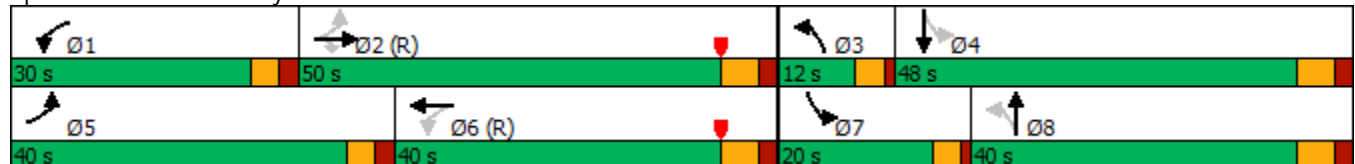
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2025 Total AM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1167	66	43	2029	30	48	11	36	4	4	18
Future Volume (veh/h)	36	1167	66	43	2029	30	48	11	36	4	4	18
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	40	1311	74	48	2280	34	54	12	40	4	4	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	2494	774	204	2542	38	509	124	412	908	81	407
Arrive On Green	0.01	0.16	0.16	0.03	0.49	0.49	0.03	0.33	0.33	0.01	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	5183	77	1781	379	1264	3456	271	1355
Grp Volume(v), veh/h	40	1311	74	48	1496	818	54	0	52	4	0	24
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1856	1781	0	1643	1728	0	1626
Q Serve(g_s), s	0.8	32.9	5.6	1.9	55.9	56.2	2.9	0.0	3.1	0.1	0.0	1.5
Cycle Q Clear(g_c), s	0.8	32.9	5.6	1.9	55.9	56.2	2.9	0.0	3.1	0.1	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.77	1.00		0.83
Lane Grp Cap(c), veh/h	228	2494	774	204	1670	911	509	0	536	908	0	488
V/C Ratio(X)	0.18	0.53	0.10	0.24	0.90	0.90	0.11	0.00	0.10	0.00	0.00	0.05
Avail Cap(c_a), veh/h	994	2494	774	468	1670	911	555	0	536	1285	0	488
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.41	0.41	0.41	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	43.9	32.4	21.1	32.4	32.5	31.2	0.0	32.8	33.8	0.0	34.8
Incr Delay (d2), s/veh	0.3	0.7	0.2	0.2	3.5	6.3	0.1	0.0	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	21.3	4.2	1.4	27.8	31.0	2.3	0.0	2.4	0.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	44.6	32.6	21.3	36.0	38.8	31.3	0.0	33.2	33.8	0.0	35.0
LnGrp LOS	C	D	C	C	D	D	C	A	C	C	A	D
Approach Vol, veh/h		1425			2362			106			28	
Approach Delay, s/veh		43.5			36.6			32.2			34.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s		9.2	74.4	8.4	48.0	8.9	74.7	4.7	51.7			
Change Period (Y+Rc), s		5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0			
Max Green Setting (Gmax), s		25.0	44.0	8.0	42.0	35.0	34.0	16.0	34.0			
Max Q Clear Time (g_c+I1), s		3.9	34.9	4.9	3.5	2.8	58.2	2.1	5.1			
Green Ext Time (p_c), s		0.1	5.6	0.0	0.1	0.1	0.0	0.0	0.2			
Intersection Summary												
HCM 6th Ctrl Delay			39.0									
HCM 6th LOS			D									

# Timings

## 2: Crystal Street & Alameda Avenue

2025 Total PM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	138	1612	189	101	1360	137	58	77	47
Future Volume (vph)	138	1612	189	101	1360	137	58	77	47
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

### Intersection Summary

Cycle Length: 140

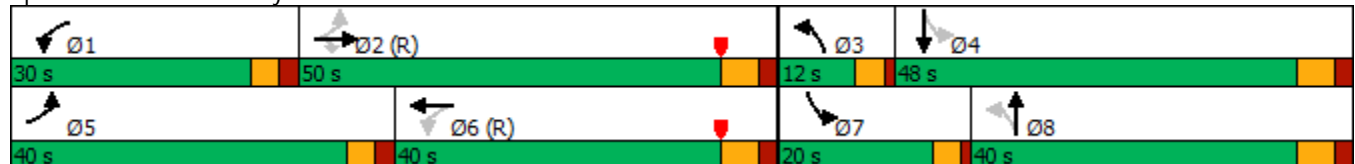
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2025 Total PM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1612	189	101	1360	99	137	58	124	77	47	77
Future Volume (veh/h)	138	1612	189	101	1360	99	137	58	124	77	47	77
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	145	1697	199	106	1432	104	144	61	131	81	49	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	388	2276	706	176	2200	160	457	171	367	763	190	314
Arrive On Green	0.04	0.45	0.45	0.05	0.45	0.45	0.06	0.32	0.32	0.03	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	4858	353	1781	529	1137	3456	634	1048
Grp Volume(v), veh/h	145	1697	199	106	1003	533	144	0	192	81	0	130
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1807	1781	0	1666	1728	0	1682
Q Serve(g_s), s	3.2	38.6	11.1	4.5	32.0	32.0	7.8	0.0	12.3	2.2	0.0	8.2
Cycle Q Clear(g_c), s	3.2	38.6	11.1	4.5	32.0	32.0	7.8	0.0	12.3	2.2	0.0	8.2
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.68	1.00		0.62
Lane Grp Cap(c), veh/h	388	2276	706	176	1542	818	457	0	538	763	0	505
V/C Ratio(X)	0.37	0.75	0.28	0.60	0.65	0.65	0.31	0.00	0.36	0.11	0.00	0.26
Avail Cap(c_a), veh/h	1114	2276	706	410	1542	818	457	0	538	1040	0	505
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)	0.59	0.59	0.59	0.70	0.70	0.70	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.7	32.2	24.6	28.5	29.7	29.7	31.0	0.0	36.3	32.1	0.0	37.2
Incr Delay (d2), s/veh	0.4	1.4	0.6	2.3	1.5	2.8	0.4	0.0	1.8	0.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	20.7	7.1	3.5	18.1	19.3	6.3	0.0	9.2	1.7	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	33.6	25.2	30.8	31.2	32.5	31.4	0.0	38.1	32.1	0.0	38.4
LnGrp LOS	C	C	C	C	C	C	C	A	D	C	A	D
Approach Vol, veh/h	2041		1642				336		211			
Approach Delay, s/veh	32.1		31.6				35.2		36.0			
Approach LOS	C		C				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	68.4	12.0	48.0	10.6	69.4	8.8	51.2				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	25.0	44.0	8.0	42.0	35.0	34.0	16.0	34.0				
Max Q Clear Time (g_c+I1), s	6.5	40.6	9.8	10.2	5.2	34.0	4.2	14.3				
Green Ext Time (p_c), s	0.2	2.8	0.0	0.8	0.5	0.0	0.1	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			32.3									
HCM 6th LOS			C									

# Timings 2: Crystal Street & Alameda Avenue

2027 Background AM  
10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	1214	57	37	2111	37	7	4	1
Future Volume (vph)	36	1214	57	37	2111	37	7	4	1
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	29.0	9.5	24.0	10.0	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

## Intersection Summary

Cycle Length: 140

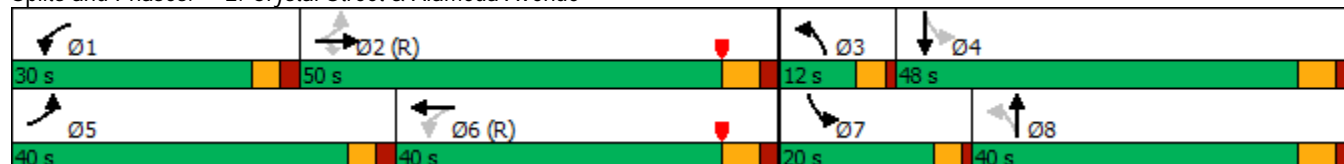
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2027 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1214	57	37	2111	30	37	7	28	4	1	18
Future Volume (veh/h)	36	1214	57	37	2111	30	37	7	28	4	1	18
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	40	1364	64	42	2372	34	42	8	31	4	1	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	2515	781	206	2558	37	507	109	421	917	23	456
Arrive On Green	0.02	0.33	0.33	0.03	0.49	0.49	0.03	0.32	0.32	0.01	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	5187	74	1781	336	1301	3456	76	1521
Grp Volume(v), veh/h	40	1364	64	42	1555	851	42	0	39	4	0	21
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1857	1781	0	1636	1728	0	1597
Q Serve(g_s), s	0.8	30.5	3.9	1.6	59.7	60.0	2.2	0.0	2.3	0.1	0.0	1.3
Cycle Q Clear(g_c), s	0.8	30.5	3.9	1.6	59.7	60.0	2.2	0.0	2.3	0.1	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.79	1.00		0.95
Lane Grp Cap(c), veh/h	218	2515	781	206	1678	916	507	0	529	917	0	479
V/C Ratio(X)	0.18	0.54	0.08	0.20	0.93	0.93	0.08	0.00	0.07	0.00	0.00	0.04
Avail Cap(c_a), veh/h	985	2515	781	472	1678	916	558	0	529	1294	0	479
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.35	0.35	0.35	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.5	34.0	25.1	20.2	33.1	33.2	31.4	0.0	32.8	33.8	0.0	34.8
Incr Delay (d2), s/veh	0.3	0.6	0.1	0.2	4.2	7.3	0.1	0.0	0.3	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	18.3	2.8	1.2	29.2	32.7	1.8	0.0	1.8	0.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	34.6	25.2	20.3	37.3	40.5	31.5	0.0	33.1	33.8	0.0	34.9
LnGrp LOS	C	C	C	C	D	D	C	A	C	C	A	C
Approach Vol, veh/h	1468		2448				81		25			
Approach Delay, s/veh	34.1		38.1				32.3		34.8			
Approach LOS	C		D				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	75.0	8.0	48.0	8.9	75.0	4.7	51.3				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	25.0	44.0	8.0	42.0	35.0	34.0	16.0	34.0				
Max Q Clear Time (g_c+I1), s	3.6	32.5	4.2	3.3	2.8	62.0	2.1	4.3				
Green Ext Time (p_c), s	0.1	6.8	0.0	0.1	0.1	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	36.5											
HCM 6th LOS	D											

# Timings 2: Crystal Street & Alameda Avenue

2027 Background PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	138	1677	177	93	1415	129	55	77	43
Future Volume (vph)	138	1677	177	93	1415	129	55	77	43
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

## Intersection Summary

Cycle Length: 140

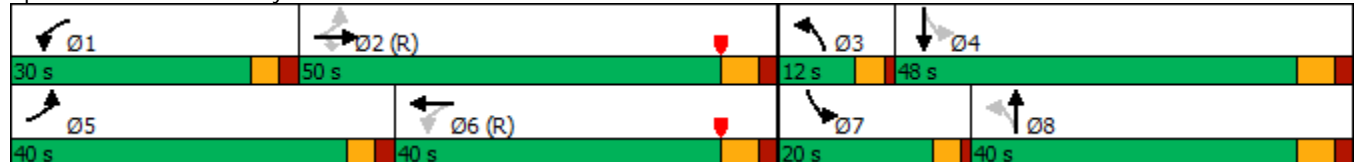
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2027 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	138	1677	177	93	1415	99	129	55	118	77	43	77	
Future Volume (veh/h)	138	1677	177	93	1415	99	129	55	118	77	43	77	
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	145	1765	186	98	1489	104	136	58	124	81	45	81	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	372	2291	711	166	2208	154	461	171	367	780	180	323	
Arrive On Green	0.04	0.45	0.45	0.04	0.45	0.45	0.06	0.32	0.32	0.03	0.30	0.30	
Sat Flow, veh/h	3456	5106	1585	1781	4873	340	1781	531	1135	3456	599	1078	
Grp Volume(v), veh/h	145	1765	186	98	1040	553	136	0	182	81	0	126	
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1809	1781	0	1666	1728	0	1676	
Q Serve(g_s), s	3.1	40.8	10.3	4.1	33.7	33.7	7.3	0.0	11.6	2.2	0.0	8.0	
Cycle Q Clear(g_c), s	3.1	40.8	10.3	4.1	33.7	33.7	7.3	0.0	11.6	2.2	0.0	8.0	
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.68	1.00		0.64	
Lane Grp Cap(c), veh/h	372	2291	711	166	1542	820	461	0	538	780	0	503	
V/C Ratio(X)	0.39	0.77	0.26	0.59	0.67	0.67	0.30	0.00	0.34	0.10	0.00	0.25	
Avail Cap(c_a), veh/h	1099	2291	711	405	1542	820	461	0	538	1057	0	503	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.09	0.09	0.09	0.66	0.66	0.66	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	24.2	32.5	24.1	29.1	30.2	30.2	30.8	0.0	36.0	32.0	0.0	37.1	
Incr Delay (d2), s/veh	0.1	0.2	0.1	2.2	1.6	2.9	0.4	0.0	1.7	0.1	0.0	1.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	1.8	18.3	4.9	3.2	18.7	20.1	5.9	0.0	8.8	1.7	0.0	6.3	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	24.3	32.8	24.2	31.4	31.7	33.1	31.2	0.0	37.7	32.1	0.0	38.3	
LnGrp LOS	C	C	C	C	C	C	C	A	D	C	A	D	
Approach Vol, veh/h		2096		1691		318		207					
Approach Delay, s/veh		31.4		32.2		34.9		35.9					
Approach LOS		C		C		C		D					
Timer - Assigned Phs													
1		2		3		4		5		6		7	
8													
Phs Duration (G+Y+Rc), s		11.2		68.8		12.0		48.0		10.6		69.4	
Change Period (Y+Rc), s		5.0		6.0		4.0		6.0		5.0		6.0	
Max Green Setting (Gmax), s		25.0		44.0		8.0		42.0		35.0		34.0	
Max Q Clear Time (g_c+I1), s		6.1		42.8		9.3		10.0		5.1		35.7	
Green Ext Time (p_c), s		0.2		1.1		0.0		0.8		0.5		0.0	
0.1													
Intersection Summary													
HCM 6th Ctrl Delay			32.2										
HCM 6th LOS			C										

# Timings

## 2: Crystal Street & Alameda Avenue

2027 Total AM  
12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	1214	81	53	2111	60	15	4	9
Future Volume (vph)	36	1214	81	53	2111	60	15	4	9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

### Intersection Summary

Cycle Length: 140

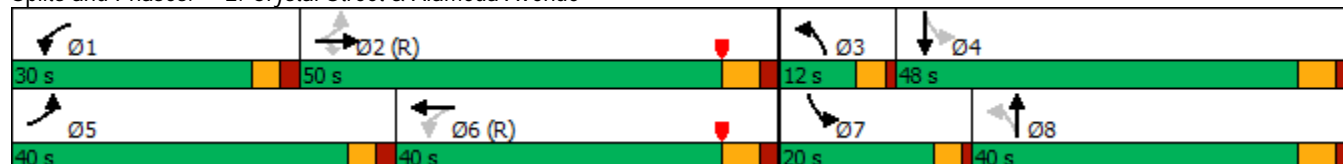
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2027 Total AM

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1214	81	53	2111	30	60	15	43	4	9	18
Future Volume (veh/h)	36	1214	81	53	2111	30	60	15	43	4	9	18
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	40	1364	91	60	2372	34	67	17	48	4	10	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	2455	762	195	2515	36	513	143	404	899	167	334
Arrive On Green	0.01	0.16	0.16	0.03	0.48	0.48	0.04	0.33	0.33	0.01	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	5187	74	1781	432	1219	3456	557	1113
Grp Volume(v), veh/h	40	1364	91	60	1555	851	67	0	65	4	0	30
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1857	1781	0	1651	1728	0	1670
Q Serve(g_s), s	0.8	34.5	6.9	2.4	60.6	61.0	3.6	0.0	3.8	0.1	0.0	1.8
Cycle Q Clear(g_c), s	0.8	34.5	6.9	2.4	60.6	61.0	3.6	0.0	3.8	0.1	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.74	1.00		0.67
Lane Grp Cap(c), veh/h	214	2455	762	195	1651	901	513	0	548	899	0	501
V/C Ratio(X)	0.19	0.56	0.12	0.31	0.94	0.94	0.13	0.00	0.12	0.00	0.00	0.06
Avail Cap(c_a), veh/h	981	2455	762	455	1651	901	549	0	548	1276	0	501
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.33	0.33	0.33	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	45.1	33.5	22.3	34.2	34.3	30.7	0.0	32.5	33.8	0.0	34.9
Incr Delay (d2), s/veh	0.4	0.8	0.3	0.3	4.9	8.4	0.1	0.0	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	22.1	5.2	1.8	29.8	33.4	2.8	0.0	3.0	0.1	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	45.9	33.8	22.6	39.1	42.7	30.8	0.0	33.0	33.8	0.0	35.2
LnGrp LOS	C	D	C	C	D	D	C	A	C	C	A	D
Approach Vol, veh/h	1495		2466				132		34			
Approach Delay, s/veh	44.8		39.9				31.9		35.0			
Approach LOS	D		D				C		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	73.3	9.2	48.0	8.9	73.9	4.7	52.4				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	25.0	44.0	8.0	42.0	35.0	34.0	16.0	34.0				
Max Q Clear Time (g_c+I1), s	4.4	36.5	5.6	3.8	2.8	63.0	2.1	5.8				
Green Ext Time (p_c), s	0.1	5.0	0.0	0.1	0.1	0.0	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			41.4									
HCM 6th LOS			D									

# Timings 2: Crystal Street & Alameda Avenue

2027 Total PM  
12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	138	1677	203	111	1415	145	60	77	52
Future Volume (vph)	138	1677	203	111	1415	145	60	77	52
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

## Intersection Summary

Cycle Length: 140

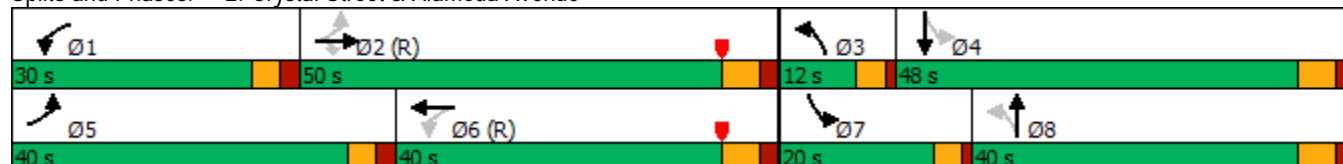
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2027 Total PM

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1677	203	111	1415	99	145	60	129	77	52	77
Future Volume (veh/h)	138	1677	203	111	1415	99	145	60	129	77	52	77
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	145	1765	214	117	1489	104	153	63	136	81	55	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	2255	700	175	2206	154	452	170	368	752	205	302
Arrive On Green	0.04	0.44	0.44	0.05	0.45	0.45	0.06	0.32	0.32	0.03	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	4873	340	1781	527	1138	3456	683	1006
Grp Volume(v), veh/h	145	1765	214	117	1040	553	153	0	199	81	0	136
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1809	1781	0	1665	1728	0	1689
Q Serve(g_s), s	3.2	41.3	12.2	5.0	33.7	33.7	8.0	0.0	12.9	2.2	0.0	8.6
Cycle Q Clear(g_c), s	3.2	41.3	12.2	5.0	33.7	33.7	8.0	0.0	12.9	2.2	0.0	8.6
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.68	1.00		0.60
Lane Grp Cap(c), veh/h	373	2255	700	175	1541	819	452	0	538	752	0	507
V/C Ratio(X)	0.39	0.78	0.31	0.67	0.67	0.68	0.34	0.00	0.37	0.11	0.00	0.27
Avail Cap(c_a), veh/h	1098	2255	700	402	1541	819	452	0	538	1028	0	507
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)	0.57	0.57	0.57	0.65	0.65	0.65	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	33.3	25.2	30.1	30.2	30.2	31.5	0.0	36.4	32.1	0.0	37.3
Incr Delay (d2), s/veh	0.4	1.6	0.6	2.9	1.6	2.9	0.4	0.0	2.0	0.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	21.9	7.6	3.9	18.7	20.1	6.7	0.0	9.5	1.7	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	35.0	25.9	33.0	31.7	33.1	31.9	0.0	38.4	32.2	0.0	38.6
LnGrp LOS	C	C	C	C	C	C	C	A	D	C	A	D
Approach Vol, veh/h	2124		1710				352		217			
Approach Delay, s/veh	33.3		32.3				35.6		36.2			
Approach LOS	C		C				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	67.8	12.0	48.0	10.6	69.4	8.8	51.2				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	25.0	44.0	8.0	42.0	35.0	34.0	16.0	34.0				
Max Q Clear Time (g_c+I1), s	7.0	43.3	10.0	10.6	5.2	35.7	4.2	14.9				
Green Ext Time (p_c), s	0.2	0.6	0.0	0.9	0.5	0.0	0.1	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			C									

# Timings

## 2: Crystal Street & Alameda Avenue

2027 Total AM-Improved

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	36	1214	81	53	2111	60	15	4	9	18
Future Volume (vph)	36	1214	81	53	2111	60	15	4	9	18
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases	2		2	6				4		4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0	24.0
Total Split (s)	10.0	95.0	95.0	10.0	95.0	11.0	25.0	10.0	24.0	24.0
Total Split (%)	7.1%	67.9%	67.9%	7.1%	67.9%	7.9%	17.9%	7.1%	17.1%	17.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max

### Intersection Summary

Cycle Length: 140


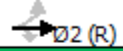



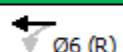
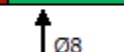
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue

 Ø1	 Ø2 (R)		 Ø3	 Ø4
10 s	95 s		11 s	24 s
 Ø5	 Ø6 (R)		 Ø7	 Ø8
10 s	95 s		10 s	25 s

# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2027 Total AM-Improved

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1214	81	53	2111	30	60	15	43	4	9	18
Future Volume (veh/h)	36	1214	81	53	2111	30	60	15	43	4	9	18
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	40	1364	91	60	2372	34	67	17	48	4	10	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	3350	1040	349	3424	49	114	68	191	224	240	204
Arrive On Green	0.06	1.00	1.00	0.03	0.66	0.66	0.03	0.16	0.16	0.01	0.13	0.13
Sat Flow, veh/h	3456	5106	1585	1781	5187	74	3456	432	1219	1781	1870	1585
Grp Volume(v), veh/h	40	1364	91	60	1555	851	67	0	65	4	10	20
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1857	1728	0	1651	1781	1870	1585
Q Serve(g_s), s	0.5	0.0	0.0	1.5	40.0	40.2	2.7	0.0	4.8	0.3	0.7	1.6
Cycle Q Clear(g_c), s	0.5	0.0	0.0	1.5	40.0	40.2	2.7	0.0	4.8	0.3	0.7	1.6
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	304	3350	1040	349	2247	1226	114	0	258	224	240	204
V/C Ratio(X)	0.13	0.41	0.09	0.17	0.69	0.69	0.59	0.00	0.25	0.02	0.04	0.10
Avail Cap(c_a), veh/h	331	3350	1040	355	2247	1226	173	0	258	291	240	204
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.33	0.33	0.33	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	7.0	14.9	14.9	66.7	0.0	51.8	52.7	53.4	53.8
Incr Delay (d2), s/veh	0.2	0.3	0.1	0.1	0.6	1.1	4.7	0.0	2.3	0.0	0.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.2	0.1	1.0	17.9	19.6	2.3	0.0	4.0	0.2	0.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.3	0.1	7.1	15.5	16.0	71.4	0.0	54.2	52.7	53.8	54.8
LnGrp LOS	B	A	A	A	B	B	E	A	D	D	D	D
Approach Vol, veh/h		1495			2466			132		34		
Approach Delay, s/veh		0.7			15.5			62.9		54.2		
Approach LOS		A			B			E		D		
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s		9.5	97.9	8.6	24.0	8.9	98.4	4.7	27.9			
Change Period (Y+Rc), s		5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0			
Max Green Setting (Gmax), s		5.0	89.0	7.0	18.0	5.0	89.0	6.0	19.0			
Max Q Clear Time (g_c+I1), s		3.5	2.0	4.7	3.6	2.5	42.2	2.3	6.8			
Green Ext Time (p_c), s		0.0	14.4	0.0	0.0	0.0	29.9	0.0	0.2			
Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

Timings  
2: Crystal Street & Alameda Avenue

2027 Total PM-Improved

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	138	1677	203	111	1415	145	60	77	52	77
Future Volume (vph)	138	1677	203	111	1415	145	60	77	52	77
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases	2		2	6				4		4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0	24.0
Total Split (s)	10.0	58.0	58.0	19.0	67.0	43.0	49.0	14.0	20.0	20.0
Total Split (%)	7.1%	41.4%	41.4%	13.6%	47.9%	30.7%	35.0%	10.0%	14.3%	14.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max

Intersection Summary

Cycle Length: 140

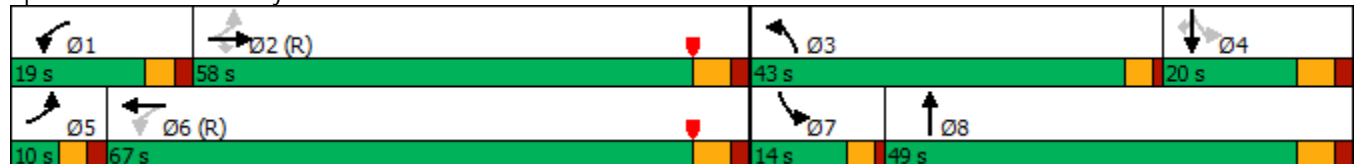
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2027 Total PM-Improved

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1677	203	111	1415	99	145	60	129	77	52	77
Future Volume (veh/h)	138	1677	203	111	1415	99	145	60	129	77	52	77
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	145	1765	214	117	1489	104	153	63	136	81	55	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	2290	711	214	2255	157	212	162	350	383	543	460
Arrive On Green	0.07	0.90	0.90	0.05	0.46	0.46	0.06	0.31	0.31	0.04	0.29	0.29
Sat Flow, veh/h	3456	5106	1585	1781	4873	340	3456	527	1138	1781	1870	1585
Grp Volume(v), veh/h	145	1765	214	117	1040	553	153	0	199	81	55	81
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1809	1728	0	1665	1781	1870	1585
Q Serve(g_s), s	3.2	16.1	2.7	4.9	33.1	33.1	6.1	0.0	13.2	4.4	3.0	5.4
Cycle Q Clear(g_c), s	3.2	16.1	2.7	4.9	33.1	33.1	6.1	0.0	13.2	4.4	3.0	5.4
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	367	2290	711	214	1575	837	212	0	512	383	543	460
V/C Ratio(X)	0.40	0.77	0.30	0.55	0.66	0.66	0.72	0.00	0.39	0.21	0.10	0.18
Avail Cap(c_a), veh/h	367	2290	711	303	1575	837	963	0	512	431	543	460
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.65	0.65	0.65	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	4.8	4.1	20.8	29.1	29.1	64.5	0.0	38.2	32.9	36.3	37.2
Incr Delay (d2), s/veh	0.4	1.5	0.6	1.4	1.4	2.7	4.6	0.0	2.2	0.3	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	4.4	1.6	3.8	18.3	19.6	5.1	0.0	9.7	3.6	2.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	6.3	4.8	22.3	30.5	31.8	69.1	0.0	40.4	33.2	36.7	38.0
LnGrp LOS	C	A	A	C	C	C	E	A	D	C	D	D
Approach Vol, veh/h	2124				1710		352				217	
Approach Delay, s/veh	7.3				30.4		52.9				35.9	
Approach LOS	A				C		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	68.8	12.6	46.6	10.0	70.8	10.2	49.0				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	14.0	52.0	39.0	14.0	5.0	61.0	10.0	43.0				
Max Q Clear Time (g_c+I1), s	6.9	18.1	8.1	7.4	5.2	35.1	6.4	15.2				
Green Ext Time (p_c), s	0.1	18.3	0.5	0.2	0.0	12.3	0.0	1.3				

### Intersection Summary

HCM 6th Ctrl Delay 21.3

HCM 6th LOS C

### Notes

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

# Timings 2: Crystal Street & Alameda Avenue

2040 Background AM  
10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	1571	57	37	2730	37	7	4	1
Future Volume (vph)	36	1571	57	37	2730	37	7	4	1
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	29.0	9.5	24.0	16.0	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

## Intersection Summary

Cycle Length: 140

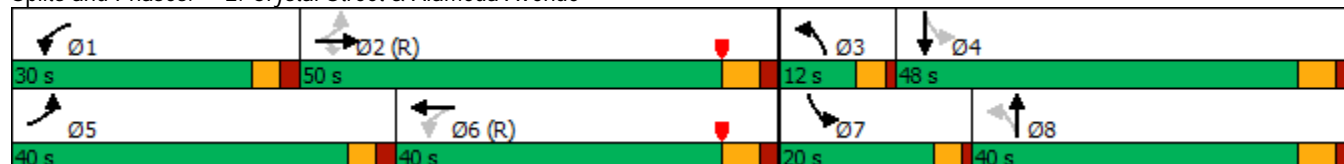
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2040 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1571	57	37	2730	30	37	7	28	4	1	18
Future Volume (veh/h)	36	1571	57	37	2730	30	37	7	28	4	1	18
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	40	1765	64	42	3067	34	42	8	31	4	1	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	2515	781	160	2567	28	507	109	421	917	23	456
Arrive On Green	0.03	0.49	0.49	0.03	0.49	0.49	0.03	0.32	0.32	0.01	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	5207	58	1781	336	1301	3456	76	1521
Grp Volume(v), veh/h	40	1765	64	42	2001	1100	42	0	39	4	0	21
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1860	1781	0	1636	1728	0	1597
Q Serve(g_s), s	0.8	37.5	3.0	1.6	69.0	69.0	2.2	0.0	2.3	0.1	0.0	1.3
Cycle Q Clear(g_c), s	0.8	37.5	3.0	1.6	69.0	69.0	2.2	0.0	2.3	0.1	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.79	1.00		0.95
Lane Grp Cap(c), veh/h	200	2515	781	160	1678	917	507	0	529	917	0	479
V/C Ratio(X)	0.20	0.70	0.08	0.26	1.19	1.20	0.08	0.00	0.07	0.00	0.00	0.04
Avail Cap(c_a), veh/h	967	2515	781	427	1678	917	558	0	529	1294	0	479
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)	0.40	0.40	0.40	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.2	27.6	18.8	22.5	35.5	35.5	31.4	0.0	32.8	33.8	0.0	34.8
Incr Delay (d2), s/veh	0.2	0.7	0.1	0.1	87.2	90.6	0.1	0.0	0.3	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	18.9	2.1	1.1	58.9	65.5	1.8	0.0	1.8	0.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	28.2	18.9	22.5	122.6	126.1	31.5	0.0	33.1	33.8	0.0	34.9
LnGrp LOS	C	C	B	C	F	F	C	A	C	C	A	C
Approach Vol, veh/h	1869		3143				81		25			
Approach Delay, s/veh	28.0		122.5				32.3		34.8			
Approach LOS	C		F				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	75.0	8.0	48.0	8.9	75.0	4.7	51.3				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	25.0	44.0	8.0	42.0	35.0	34.0	16.0	34.0				
Max Q Clear Time (g_c+I1), s	3.6	39.5	4.2	3.3	2.8	71.0	2.1	4.3				
Green Ext Time (p_c), s	0.1	3.7	0.0	0.1	0.1	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			86.1									
HCM 6th LOS			F									

# Timings

## 2: Crystal Street & Alameda Avenue

2040 Background PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	138	2169	177	93	1830	129	55	77	43
Future Volume (vph)	138	2169	177	93	1830	129	55	77	43
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

### Intersection Summary

Cycle Length: 140

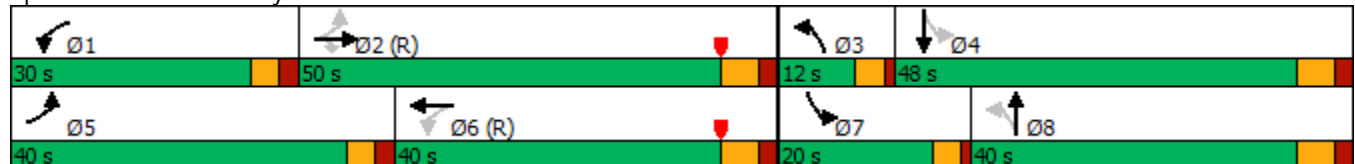
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2040 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	2169	177	93	1830	99	129	55	118	77	43	77
Future Volume (veh/h)	138	2169	177	93	1830	99	129	55	118	77	43	77
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	145	2283	186	98	1926	104	136	58	124	81	45	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	2291	711	131	2247	121	461	171	367	780	180	323
Arrive On Green	0.04	0.45	0.45	0.04	0.45	0.45	0.06	0.32	0.32	0.03	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	4959	267	1781	531	1135	3456	599	1078
Grp Volume(v), veh/h	145	2283	186	98	1320	710	136	0	182	81	0	126
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1822	1781	0	1666	1728	0	1676
Q Serve(g_s), s	3.1	62.4	10.3	4.1	48.5	48.8	7.3	0.0	11.6	2.2	0.0	8.0
Cycle Q Clear(g_c), s	3.1	62.4	10.3	4.1	48.5	48.8	7.3	0.0	11.6	2.2	0.0	8.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.68	1.00		0.64
Lane Grp Cap(c), veh/h	283	2291	711	131	1542	826	461	0	538	780	0	503
V/C Ratio(X)	0.51	1.00	0.26	0.75	0.86	0.86	0.30	0.00	0.34	0.10	0.00	0.25
Avail Cap(c_a), veh/h	1009	2291	711	370	1542	826	461	0	538	1057	0	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.31	0.31	0.31	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.1	38.5	24.1	33.1	34.2	34.3	30.8	0.0	36.0	32.0	0.0	37.1
Incr Delay (d2), s/veh	0.1	4.9	0.1	2.7	2.1	3.9	0.4	0.0	1.7	0.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	28.5	4.9	3.0	23.9	26.0	5.9	0.0	8.8	1.7	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	43.4	24.2	35.9	36.3	38.2	31.2	0.0	37.7	32.1	0.0	38.3
LnGrp LOS	C	D	C	D	D	D	C	A	D	C	A	D
Approach Vol, veh/h	2614		2128				318		207			
Approach Delay, s/veh	41.4		36.9				34.9		35.9			
Approach LOS	D		D				C		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	68.8	12.0	48.0	10.6	69.4	8.8	51.2				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	25.0	44.0	8.0	42.0	35.0	34.0	16.0	34.0				
Max Q Clear Time (g_c+I1), s	6.1	64.4	9.3	10.0	5.1	50.8	4.2	13.6				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.8	0.5	0.0	0.1	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			39.0									
HCM 6th LOS			D									

# Timings 2: Crystal Street & Alameda Avenue

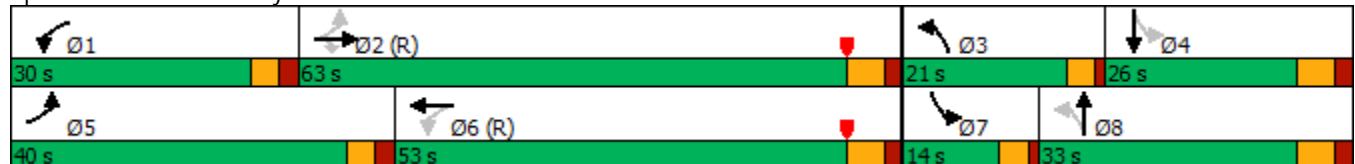
2040 Total AM  
12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	1571	81	53	2730	60	15	4	9
Future Volume (vph)	36	1571	81	53	2730	60	15	4	9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	63.0	63.0	30.0	53.0	21.0	33.0	14.0	26.0
Total Split (%)	28.6%	45.0%	45.0%	21.4%	37.9%	15.0%	23.6%	10.0%	18.6%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

## Intersection Summary

Cycle Length: 140  
Actuated Cycle Length: 140  
Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
Natural Cycle: 120  
Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2040 Total AM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1571	81	53	2730	30	60	15	43	4	9	18
Future Volume (veh/h)	36	1571	81	53	2730	30	60	15	43	4	9	18
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	40	1765	91	60	3067	34	67	17	48	4	10	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	3164	982	213	3248	36	320	83	235	524	87	173
Arrive On Green	0.03	0.62	0.62	0.03	0.62	0.62	0.04	0.19	0.19	0.01	0.16	0.16
Sat Flow, veh/h	3456	5106	1585	1781	5207	58	1781	432	1219	3456	557	1113
Grp Volume(v), veh/h	40	1765	91	60	2001	1100	67	0	65	4	0	30
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1860	1781	0	1651	1728	0	1670
Q Serve(g_s), s	0.6	28.1	3.2	1.7	75.1	76.2	4.3	0.0	4.6	0.1	0.0	2.2
Cycle Q Clear(g_c), s	0.6	28.1	3.2	1.7	75.1	76.2	4.3	0.0	4.6	0.1	0.0	2.2
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.74	1.00		0.67
Lane Grp Cap(c), veh/h	211	3164	982	213	2124	1160	320	0	318	524	0	260
V/C Ratio(X)	0.19	0.56	0.09	0.28	0.94	0.95	0.21	0.00	0.20	0.01	0.00	0.12
Avail Cap(c_a), veh/h	978	3164	982	473	2124	1160	461	0	318	753	0	260
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)	0.79	0.79	0.79	0.40	0.40	0.40	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	15.5	10.7	12.5	24.0	24.2	45.2	0.0	47.5	49.4	0.0	50.8
Incr Delay (d2), s/veh	0.3	0.6	0.1	0.3	4.7	8.3	0.3	0.0	1.4	0.0	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(95%),veh/ln	0.8	15.2	2.2	1.2	34.4	39.0	3.6	0.0	3.7	0.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	16.0	10.9	12.8	28.7	32.5	45.5	0.0	48.9	49.4	0.0	51.7
LnGrp LOS	C	B	B	B	C	C	D	A	D	D	A	D
Approach Vol, veh/h	1896		3161				132		34			
Approach Delay, s/veh	16.2		29.8				47.2		51.4			
Approach LOS	B		C				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	92.8	9.9	27.8	8.9	93.3	4.7	33.0				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	25.0	57.0	17.0	20.0	35.0	47.0	10.0	27.0				
Max Q Clear Time (g_c+I1), s	3.7	30.1	6.3	4.2	2.6	78.2	2.1	6.6				
Green Ext Time (p_c), s	0.1	15.4	0.1	0.1	0.1	0.0	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			25.4									
HCM 6th LOS			C									

# Timings

## 2: Crystal Street & Alameda Avenue

2040 Total PM  
12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	138	2169	203	111	1830	145	60	77	52
Future Volume (vph)	138	2169	203	111	1830	145	60	77	52
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0
Total Split (s)	40.0	50.0	50.0	30.0	40.0	12.0	40.0	20.0	48.0
Total Split (%)	28.6%	35.7%	35.7%	21.4%	28.6%	8.6%	28.6%	14.3%	34.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max

### Intersection Summary

Cycle Length: 140

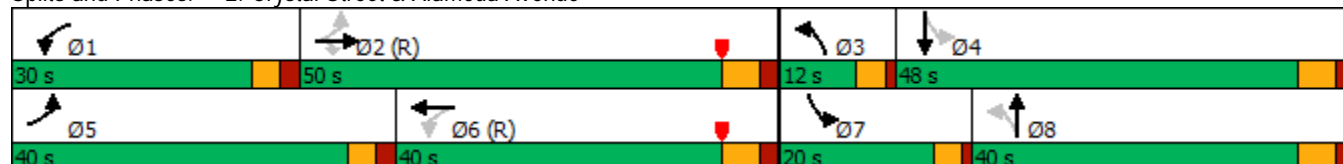
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2040 Total PM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	2169	203	111	1830	99	145	60	129	77	52	77
Future Volume (veh/h)	138	2169	203	111	1830	99	145	60	129	77	52	77
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	145	2283	214	117	1926	104	153	63	136	81	55	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	2255	700	143	2245	121	452	170	368	752	205	302
Arrive On Green	0.04	0.44	0.44	0.05	0.45	0.45	0.06	0.32	0.32	0.03	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	4959	267	1781	527	1138	3456	683	1006
Grp Volume(v), veh/h	145	2283	214	117	1320	710	153	0	199	81	0	136
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1822	1781	0	1665	1728	0	1689
Q Serve(g_s), s	3.2	61.8	12.2	5.0	48.5	48.9	8.0	0.0	12.9	2.2	0.0	8.6
Cycle Q Clear(g_c), s	3.2	61.8	12.2	5.0	48.5	48.9	8.0	0.0	12.9	2.2	0.0	8.6
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.68	1.00		0.60
Lane Grp Cap(c), veh/h	283	2255	700	143	1541	825	452	0	538	752	0	507
V/C Ratio(X)	0.51	1.01	0.31	0.82	0.86	0.86	0.34	0.00	0.37	0.11	0.00	0.27
Avail Cap(c_a), veh/h	1009	2255	700	370	1541	825	452	0	538	1028	0	507
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(l)	0.24	0.24	0.24	0.55	0.55	0.55	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.2	39.1	25.2	33.1	34.2	34.3	31.5	0.0	36.4	32.1	0.0	37.3
Incr Delay (d2), s/veh	0.3	12.6	0.3	6.3	3.6	6.7	0.4	0.0	2.0	0.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	31.9	6.5	4.2	25.6	28.2	6.7	0.0	9.5	1.7	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	51.7	25.5	39.4	37.9	41.0	31.9	0.0	38.4	32.2	0.0	38.6
LnGrp LOS	C	F	C	D	D	D	C	A	D	C	A	D
Approach Vol, veh/h	2642		2147				352		217			
Approach Delay, s/veh	48.4		39.0				35.6		36.2			
Approach LOS	D		D				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	67.8	12.0	48.0	10.6	69.4	8.8	51.2				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	25.0	44.0	8.0	42.0	35.0	34.0	16.0	34.0				
Max Q Clear Time (g_c+l1), s	7.0	63.8	10.0	10.6	5.2	50.9	4.2	14.9				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.9	0.5	0.0	0.1	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			43.3									
HCM 6th LOS			D									

# Timings

## 2: Crystal Street & Alameda Avenue

2040 Total AM-Improved

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	36	1571	81	53	2730	60	15	4	9	18
Future Volume (vph)	36	1571	81	53	2730	60	15	4	9	18
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases	2		2	6				4		4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0	24.0
Total Split (s)	10.0	78.0	78.0	11.0	79.0	22.0	26.0	25.0	29.0	29.0
Total Split (%)	7.1%	55.7%	55.7%	7.9%	56.4%	15.7%	18.6%	17.9%	20.7%	20.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max

### Intersection Summary

Cycle Length: 140

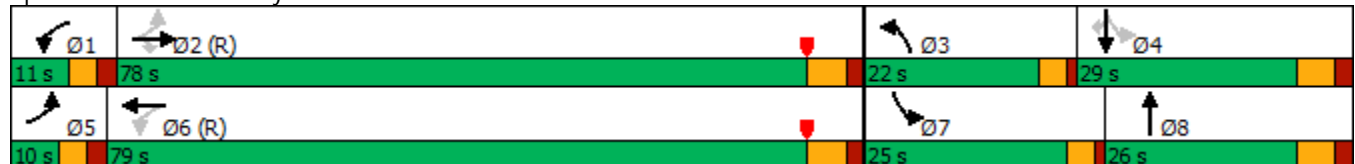
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2040 Total AM-Improved

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1571	81	53	2730	30	60	15	43	4	9	18
Future Volume (veh/h)	36	1571	81	53	2730	30	60	15	43	4	9	18
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	40	1765	91	60	3067	34	67	17	48	4	10	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	3168	983	263	3251	36	114	83	234	273	307	260
Arrive On Green	0.06	1.00	1.00	0.03	0.62	0.62	0.03	0.19	0.19	0.01	0.16	0.16
Sat Flow, veh/h	3456	5106	1585	1781	5207	58	3456	432	1219	1781	1870	1585
Grp Volume(v), veh/h	40	1765	91	60	2001	1100	67	0	65	4	10	20
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1860	1728	0	1651	1781	1870	1585
Q Serve(g_s), s	0.6	0.0	0.0	1.7	75.0	76.0	2.7	0.0	4.6	0.3	0.6	1.5
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.7	75.0	76.0	2.7	0.0	4.6	0.3	0.6	1.5
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	212	3168	983	263	2126	1162	114	0	317	273	307	260
V/C Ratio(X)	0.19	0.56	0.09	0.23	0.94	0.95	0.59	0.00	0.20	0.01	0.03	0.08
Avail Cap(c_a), veh/h	238	3168	983	282	2126	1162	444	0	317	531	307	260
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.40	0.40	0.40	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	0.0	8.7	24.0	24.1	66.7	0.0	47.5	48.4	49.2	49.5
Incr Delay (d2), s/veh	0.3	0.6	0.2	0.2	4.6	8.2	4.7	0.0	1.5	0.0	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(95%),veh/ln	0.7	0.3	0.1	1.2	34.3	38.9	2.3	0.0	3.7	0.2	0.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.6	0.2	8.9	28.6	32.4	71.4	0.0	49.0	48.4	49.3	50.1
LnGrp LOS	C	A	A	A	C	C	E	A	D	D	D	D
Approach Vol, veh/h	1896		3161				132		34			
Approach Delay, s/veh	1.2		29.5				60.4		49.7			
Approach LOS	A		C				E		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	92.9	8.6	29.0	8.9	93.4	4.7	32.9				
Change Period (Y+Rc), s	5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	6.0	72.0	18.0	23.0	5.0	73.0	21.0	20.0				
Max Q Clear Time (g_c+I1), s	3.7	2.0	4.7	3.5	2.6	78.0	2.3	6.6				
Green Ext Time (p_c), s	0.0	22.8	0.1	0.1	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									

# Timings

## 2: Crystal Street & Alameda Avenue

2040 Total PM-Improved

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	138	2169	203	111	1830	145	60	77	52	77
Future Volume (vph)	138	2169	203	111	1830	145	60	77	52	77
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases	2		2	6				4		4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	9.5	24.0	9.5	24.0	24.0
Total Split (s)	34.0	60.0	60.0	20.0	46.0	20.0	50.0	10.0	40.0	40.0
Total Split (%)	24.3%	42.9%	42.9%	14.3%	32.9%	14.3%	35.7%	7.1%	28.6%	28.6%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	4.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max

### Intersection Summary

Cycle Length: 140

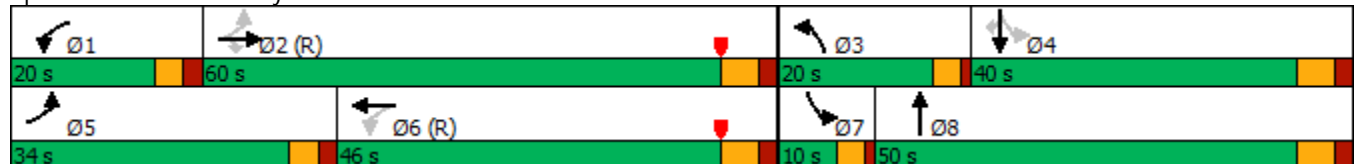
Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 2: Crystal Street & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 2: Crystal Street & Alameda Avenue

2040 Total PM-Improved

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	2169	203	111	1830	99	145	60	129	77	52	77
Future Volume (veh/h)	138	2169	203	111	1830	99	145	60	129	77	52	77
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	145	2283	214	117	1926	104	153	63	136	81	55	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	2258	701	142	2246	121	206	166	358	390	556	472
Arrive On Green	0.08	0.88	0.88	0.05	0.45	0.45	0.06	0.31	0.31	0.04	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	1781	4959	267	3456	527	1138	1781	1870	1585
Grp Volume(v), veh/h	145	2283	214	117	1320	710	153	0	199	81	55	81
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1822	1728	0	1665	1781	1870	1585
Q Serve(g_s), s	3.2	61.9	3.0	5.0	48.5	48.8	6.1	0.0	13.0	4.4	3.0	5.3
Cycle Q Clear(g_c), s	3.2	61.9	3.0	5.0	48.5	48.8	6.1	0.0	13.0	4.4	3.0	5.3
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	283	2258	701	142	1542	825	206	0	523	390	556	472
V/C Ratio(X)	0.51	1.01	0.31	0.83	0.86	0.86	0.74	0.00	0.38	0.21	0.10	0.17
Avail Cap(c_a), veh/h	861	2258	701	242	1542	825	395	0	523	390	556	472
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.55	0.55	0.55	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	8.1	4.7	33.2	34.2	34.3	64.8	0.0	37.4	32.3	35.6	36.4
Incr Delay (d2), s/veh	0.4	13.4	0.3	6.6	3.6	6.7	5.2	0.0	2.1	0.3	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	8.2	1.7	4.2	25.6	28.1	5.2	0.0	9.7	3.6	2.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	21.5	5.0	39.8	37.9	41.0	70.0	0.0	39.5	32.6	35.9	37.2
LnGrp LOS	C	F	A	D	D	D	E	A	D	C	D	D
Approach Vol, veh/h		2642		2147				352		217		
Approach Delay, s/veh		20.6		39.0				52.7		35.2		
Approach LOS		C		D				D		D		
Timer - Assigned Phs		1	2	3	4	5	6	7	8			
Phs Duration (G+Y+Rc), s		12.1	67.9	12.3	47.7	10.6	69.4	10.0	50.0			
Change Period (Y+Rc), s		5.0	6.0	4.0	6.0	5.0	6.0	4.0	6.0			
Max Green Setting (Gmax), s		15.0	54.0	16.0	34.0	29.0	40.0	6.0	44.0			
Max Q Clear Time (g_c+I1), s		7.0	63.9	8.1	7.3	5.2	50.8	6.4	15.0			
Green Ext Time (p_c), s		0.1	0.0	0.3	0.5	0.4	0.0	0.0	1.3			
Intersection Summary												
HCM 6th Ctrl Delay			30.7									
HCM 6th LOS			C									

# Timings

## 3: Sable Boulevard & Alameda Avenue

2023 Existing AM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	940	107	30	1745	135	159	265	47	93	179	126
Future Volume (vph)	102	940	107	30	1745	135	159	265	47	93	179	126
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	49.0	49.0	24.0	59.0	59.0	14.0	45.0	45.0	14.0	45.0	45.0
Total Split (%)	10.6%	37.1%	37.1%	18.2%	44.7%	44.7%	10.6%	34.1%	34.1%	10.6%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

### Intersection Summary

Cycle Length: 132

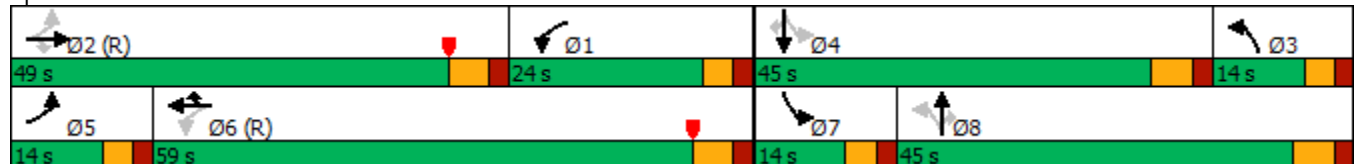
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2023 Existing AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	940	107	30	1745	135	159	265	47	93	179	126
Future Volume (veh/h)	102	940	107	30	1745	135	159	265	47	93	179	126
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	110	1011	29	32	1876	145	171	285	29	100	192	70
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	1663	516	811	2208	685	685	1080	482	615	1050	468
Arrive On Green	0.06	0.33	0.33	0.16	0.43	0.43	0.08	0.61	0.61	0.04	0.30	0.30
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	110	1011	29	32	1876	145	171	285	29	100	192	70
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.1	22.0	1.7	0.0	43.5	7.5	0.0	4.9	0.6	2.9	5.3	3.4
Cycle Q Clear(g_c), s	6.1	22.0	1.7	0.0	43.5	7.5	0.0	4.9	0.6	2.9	5.3	3.4
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	162	1663	516	811	2208	685	685	1080	482	615	1050	468
V/C Ratio(X)	0.68	0.61	0.06	0.04	0.85	0.21	0.25	0.26	0.06	0.16	0.18	0.15
Avail Cap(c_a), veh/h	176	1663	516	811	2208	685	790	1080	482	723	1050	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	37.4	30.6	33.0	33.6	23.4	39.3	19.0	7.5	36.1	34.6	21.7
Incr Delay (d2), s/veh	7.6	1.4	0.2	0.0	4.3	0.7	0.2	0.6	0.2	0.1	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	13.7	1.2	0.7	25.1	5.3	4.0	3.6	0.7	2.2	4.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	38.8	30.7	33.1	37.9	24.1	39.5	19.6	7.7	36.3	35.0	22.4
LnGrp LOS	D	D	C	C	D	C	D	B	A	D	D	C
Approach Vol, veh/h	1150		2053				485		362			
Approach Delay, s/veh	39.2		36.9				25.9		32.9			
Approach LOS	D		D				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	49.0	11.0	45.0	12.9	63.1	9.9	46.1				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 43	9.0	* 39	9.0	53.0	9.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	24.0	2.0	7.3	8.1	45.5	4.9	6.9				
Green Ext Time (p_c), s	0.0	6.7	0.3	1.4	0.0	6.1	0.1	2.0				

### Intersection Summary

HCM 6th Ctrl Delay 35.9

HCM 6th LOS D

### Notes

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

# Timings

## 3: Sable Boulevard & Alameda Avenue

2023 Existing PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	1344	159	65	1272	182	155	312	59	281	398	158
Future Volume (vph)	182	1344	159	65	1272	182	155	312	59	281	398	158
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	19.0	47.0	47.0	24.0	52.0	52.0	14.0	45.0	45.0	16.0	47.0	47.0
Total Split (%)	14.4%	35.6%	35.6%	18.2%	39.4%	39.4%	10.6%	34.1%	34.1%	12.1%	35.6%	35.6%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

### Intersection Summary

Cycle Length: 132

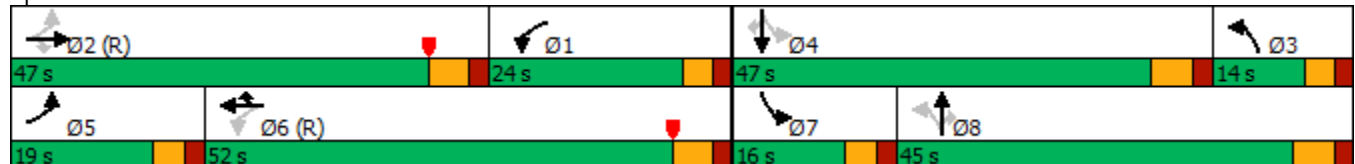
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2023 Existing PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	1344	159	65	1272	182	155	312	59	281	398	158
Future Volume (veh/h)	182	1344	159	65	1272	182	155	312	59	281	398	158
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	188	1386	82	67	1311	188	160	322	40	290	410	101
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1586	492	616	1827	567	615	1050	468	678	1104	492
Arrive On Green	0.10	0.31	0.31	0.14	0.36	0.36	0.12	0.59	0.59	0.08	0.31	0.31
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	188	1386	82	67	1311	188	160	322	40	290	410	101
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	11.1	33.9	5.0	0.0	29.3	11.4	0.0	6.0	1.0	8.6	11.9	4.6
Cycle Q Clear(g_c), s	11.1	33.9	5.0	0.0	29.3	11.4	0.0	6.0	1.0	8.6	11.9	4.6
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	232	1586	492	616	1827	567	615	1050	468	678	1104	492
V/C Ratio(X)	0.81	0.87	0.17	0.11	0.72	0.33	0.26	0.31	0.09	0.43	0.37	0.21
Avail Cap(c_a), veh/h	243	1586	492	634	1827	567	650	1050	468	687	1104	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	43.1	33.1	47.9	36.6	30.9	39.7	20.2	8.8	36.8	35.5	18.1
Incr Delay (d2), s/veh	11.5	4.4	0.4	0.1	2.5	1.6	0.2	0.7	0.3	0.4	1.0	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(95%),veh/ln	8.5	19.5	3.6	1.7	18.1	8.1	3.7	4.2	1.0	6.6	9.1	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	47.5	33.5	48.0	39.1	32.5	39.9	21.0	9.1	37.2	36.4	19.0
LnGrp LOS	D	D	C	D	D	C	D	C	A	D	D	B
Approach Vol, veh/h	1656		1566				522		801			
Approach Delay, s/veh	47.2		38.7				25.9		34.5			
Approach LOS	D		D				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.3	47.0	13.7	47.0	18.1	53.2	15.7	45.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 41	9.0	* 41	14.0	46.0	11.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	35.9	2.0	13.9	13.1	31.3	10.6	8.0				
Green Ext Time (p_c), s	0.1	3.6	0.3	3.1	0.0	8.1	0.0	2.2				

### Intersection Summary

HCM 6th Ctrl Delay 39.6

HCM 6th LOS D

### Notes

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

# Timings 3: Sable Boulevard & Alameda Avenue

2025 Background AM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	978	111	31	1815	140	165	276	49	97	186	131
Future Volume (vph)	106	978	111	31	1815	140	165	276	49	97	186	131
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	49.0	49.0	24.0	59.0	59.0	14.0	45.0	45.0	14.0	45.0	45.0
Total Split (%)	10.6%	37.1%	37.1%	18.2%	44.7%	44.7%	10.6%	34.1%	34.1%	10.6%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

## Intersection Summary

Cycle Length: 132

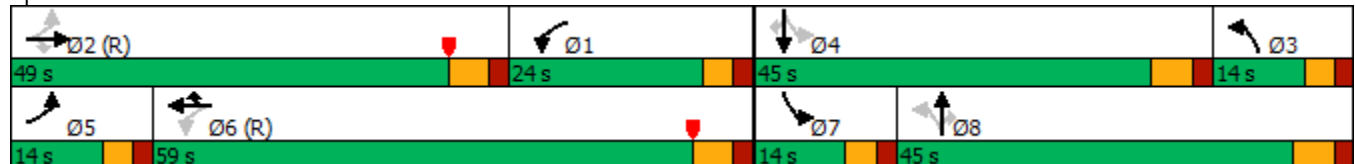
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2025 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	978	111	31	1815	140	165	276	49	97	186	131
Future Volume (veh/h)	106	978	111	31	1815	140	165	276	49	97	186	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	1052	33	33	1952	151	177	297	31	104	200	76
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	1663	516	796	2198	682	678	1078	481	607	1050	468
Arrive On Green	0.06	0.33	0.33	0.16	0.43	0.43	0.08	0.61	0.61	0.04	0.30	0.30
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	114	1052	33	33	1952	151	177	297	31	104	200	76
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.3	23.1	1.9	0.0	46.5	7.9	0.0	5.2	0.7	3.0	5.5	3.7
Cycle Q Clear(g_c), s	6.3	23.1	1.9	0.0	46.5	7.9	0.0	5.2	0.7	3.0	5.5	3.7
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	165	1663	516	796	2198	682	678	1078	481	607	1050	468
V/C Ratio(X)	0.69	0.63	0.06	0.04	0.89	0.22	0.26	0.28	0.06	0.17	0.19	0.16
Avail Cap(c_a), veh/h	176	1663	516	796	2198	682	783	1078	481	713	1050	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	37.8	30.6	33.9	34.7	23.7	39.5	19.1	7.5	36.2	34.7	21.7
Incr Delay (d2), s/veh	8.4	1.5	0.2	0.0	5.8	0.7	0.2	0.6	0.3	0.1	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	14.3	1.4	0.7	26.9	5.6	4.1	3.7	0.8	2.3	4.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	39.3	30.8	34.0	40.5	24.4	39.7	19.7	7.8	36.3	35.1	22.4
LnGrp LOS	D	D	C	C	D	C	D	B	A	D	D	C
Approach Vol, veh/h	1199		2136				505		380			
Approach Delay, s/veh	39.7		39.2				26.0		32.9			
Approach LOS	D		D				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	49.0	11.0	45.0	13.2	62.8	10.0	46.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 43	9.0	* 39	9.0	53.0	9.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	25.1	2.0	7.5	8.3	48.5	5.0	7.2				
Green Ext Time (p_c), s	0.0	6.8	0.3	1.5	0.0	3.9	0.1	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			37.2									
HCM 6th LOS			D									
Notes												

# Timings

## 3: Sable Boulevard & Alameda Avenue

2025 Background PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	1398	165	68	1323	189	161	325	61	292	414	164
Future Volume (vph)	189	1398	165	68	1323	189	161	325	61	292	414	164
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	19.0	47.0	47.0	24.0	52.0	52.0	14.0	45.0	45.0	16.0	47.0	47.0
Total Split (%)	14.4%	35.6%	35.6%	18.2%	39.4%	39.4%	10.6%	34.1%	34.1%	12.1%	35.6%	35.6%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

### Intersection Summary

Cycle Length: 132

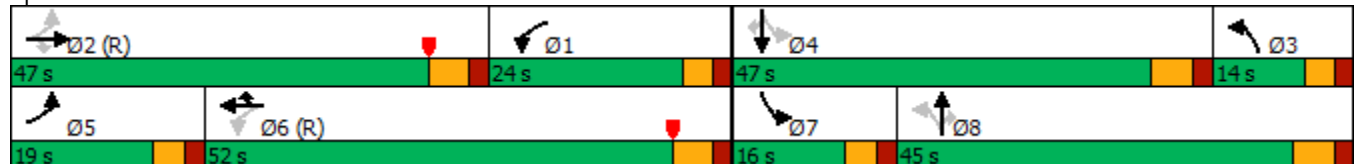
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2025 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	1398	165	68	1323	189	161	325	61	292	414	164
Future Volume (veh/h)	189	1398	165	68	1323	189	161	325	61	292	414	164
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	195	1441	88	70	1364	195	166	335	42	301	427	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1586	492	597	1797	558	612	1050	468	674	1104	492
Arrive On Green	0.10	0.31	0.31	0.14	0.35	0.35	0.12	0.59	0.59	0.08	0.31	0.31
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	195	1441	88	70	1364	195	166	335	42	301	427	107
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	11.6	35.8	5.3	0.0	31.2	12.0	0.0	6.3	1.0	9.0	12.4	4.8
Cycle Q Clear(g_c), s	11.6	35.8	5.3	0.0	31.2	12.0	0.0	6.3	1.0	9.0	12.4	4.8
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	238	1586	492	597	1797	558	612	1050	468	674	1104	492
V/C Ratio(X)	0.82	0.91	0.18	0.12	0.76	0.35	0.27	0.32	0.09	0.45	0.39	0.22
Avail Cap(c_a), veh/h	243	1586	492	623	1797	558	639	1050	468	674	1104	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	43.7	33.2	48.8	37.8	31.6	39.8	20.3	8.9	37.0	35.7	17.9
Incr Delay (d2), s/veh	12.4	5.9	0.5	0.1	3.1	1.7	0.2	0.8	0.4	0.5	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	20.6	3.8	1.8	19.1	8.5	3.9	4.4	1.1	6.9	9.4	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	49.6	33.7	48.9	40.9	33.3	40.0	21.1	9.2	37.4	36.7	18.9
LnGrp LOS	D	D	C	D	D	C	D	C	A	D	D	B
Approach Vol, veh/h	1724		1629				543			835		
Approach Delay, s/veh	49.1		40.3				26.0			34.7		
Approach LOS	D		D				C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	47.0	14.0	47.0	18.6	52.5	16.0	45.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 41	9.0	* 41	14.0	46.0	11.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	37.8	2.0	14.4	13.6	33.2	11.0	8.3				
Green Ext Time (p_c), s	0.1	2.5	0.3	3.2	0.0	7.7	0.0	2.3				
Intersection Summary												
HCM 6th Ctrl Delay	40.9											
HCM 6th LOS	D											
Notes												

Timings  
3: Sable Boulevard & Alameda Avenue

2025 Total AM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	986	111	37	1821	140	165	284	57	97	192	131
Future Volume (vph)	106	986	111	37	1821	140	165	284	57	97	192	131
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	49.0	49.0	24.0	59.0	59.0	14.0	45.0	45.0	14.0	45.0	45.0
Total Split (%)	10.6%	37.1%	37.1%	18.2%	44.7%	44.7%	10.6%	34.1%	34.1%	10.6%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 132

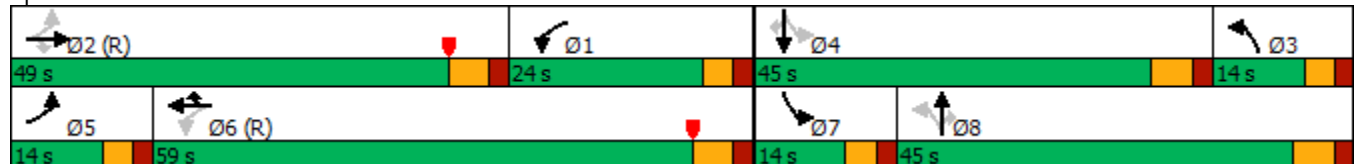
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2025 Total AM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	986	111	37	1821	140	165	284	57	97	192	131
Future Volume (veh/h)	106	986	111	37	1821	140	165	284	57	97	192	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	1060	33	40	1958	151	177	305	39	104	206	76
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	1663	516	793	2198	682	676	1078	481	599	1050	468
Arrive On Green	0.06	0.33	0.33	0.16	0.43	0.43	0.08	0.61	0.61	0.04	0.30	0.30
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	114	1060	33	40	1958	151	177	305	39	104	206	76
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.3	23.3	1.9	0.0	46.8	7.9	0.0	5.4	0.9	3.0	5.7	3.7
Cycle Q Clear(g_c), s	6.3	23.3	1.9	0.0	46.8	7.9	0.0	5.4	0.9	3.0	5.7	3.7
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	165	1663	516	793	2198	682	676	1078	481	599	1050	468
V/C Ratio(X)	0.69	0.64	0.06	0.05	0.89	0.22	0.26	0.28	0.08	0.17	0.20	0.16
Avail Cap(c_a), veh/h	176	1663	516	793	2198	682	781	1078	481	705	1050	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	37.9	30.6	34.4	34.7	23.7	39.5	19.1	7.5	36.2	34.8	21.7
Incr Delay (d2), s/veh	8.3	1.5	0.2	0.0	6.0	0.7	0.2	0.7	0.3	0.1	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	14.3	1.4	0.9	27.1	5.6	4.1	3.8	1.0	2.3	4.6	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	39.4	30.8	34.4	40.7	24.4	39.7	19.8	7.9	36.3	35.2	22.4
LnGrp LOS	D	D	C	C	D	C	D	B	A	D	D	C
Approach Vol, veh/h	1207		2149				521		386			
Approach Delay, s/veh	39.8		39.4				25.7		33.0			
Approach LOS	D		D				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	49.0	11.0	45.0	13.2	62.8	10.0	46.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 43	9.0	* 39	9.0	53.0	9.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	25.3	2.0	7.7	8.3	48.8	5.0	7.4				
Green Ext Time (p_c), s	0.1	6.8	0.3	1.5	0.0	3.7	0.1	2.1				
Intersection Summary												
HCM 6th Ctrl Delay			37.3									
HCM 6th LOS			D									
Notes												

Timings  
3: Sable Boulevard & Alameda Avenue

2025 Total PM  
12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	1404	165	76	1331	189	161	331	67	292	422	164
Future Volume (vph)	189	1404	165	76	1331	189	161	331	67	292	422	164
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	19.0	47.0	47.0	24.0	52.0	52.0	14.0	45.0	45.0	16.0	47.0	47.0
Total Split (%)	14.4%	35.6%	35.6%	18.2%	39.4%	39.4%	10.6%	34.1%	34.1%	12.1%	35.6%	35.6%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 132

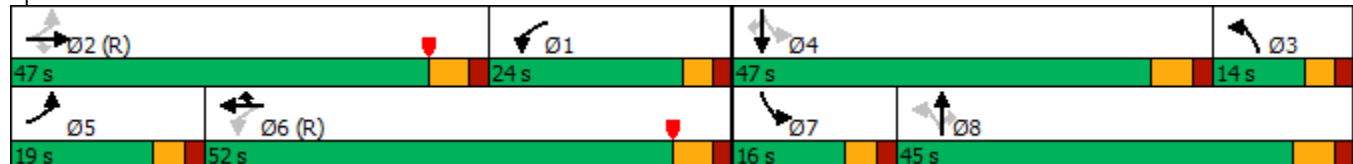
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2025 Total PM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	1404	165	76	1331	189	161	331	67	292	422	164
Future Volume (veh/h)	189	1404	165	76	1331	189	161	331	67	292	422	164
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	195	1447	88	78	1372	195	166	341	48	301	435	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1586	492	596	1797	558	610	1050	468	668	1104	492
Arrive On Green	0.10	0.31	0.31	0.14	0.35	0.35	0.12	0.59	0.59	0.08	0.31	0.31
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	195	1447	88	78	1372	195	166	341	48	301	435	107
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	11.6	36.0	5.3	0.0	31.4	12.0	0.0	6.4	1.2	9.0	12.7	4.8
Cycle Q Clear(g_c), s	11.6	36.0	5.3	0.0	31.4	12.0	0.0	6.4	1.2	9.0	12.7	4.8
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	238	1586	492	596	1797	558	610	1050	468	668	1104	492
V/C Ratio(X)	0.82	0.91	0.18	0.13	0.76	0.35	0.27	0.32	0.10	0.45	0.39	0.22
Avail Cap(c_a), veh/h	243	1586	492	621	1797	558	637	1050	468	669	1104	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	43.8	33.2	48.9	37.9	31.6	39.8	20.3	8.9	37.0	35.7	17.9
Incr Delay (d2), s/veh	11.7	5.8	0.4	0.1	3.1	1.7	0.2	0.8	0.4	0.5	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	20.4	3.8	2.0	19.3	8.5	3.9	4.5	1.3	6.9	9.6	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	49.5	33.7	49.0	41.0	33.3	40.1	21.1	9.3	37.5	36.8	18.9
LnGrp LOS	D	D	C	D	D	C	D	C	A	D	D	B
Approach Vol, veh/h	1730		1645				555			843		
Approach Delay, s/veh	49.0		40.5				25.8			34.8		
Approach LOS	D		D				C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	47.0	14.0	47.0	18.6	52.5	16.0	45.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 41	9.0	* 41	14.0	46.0	11.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	38.0	2.0	14.7	13.6	33.4	11.0	8.4				
Green Ext Time (p_c), s	0.2	2.3	0.3	3.2	0.0	7.6	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay	40.8											
HCM 6th LOS	D											
Notes												

# Timings

## 3: Sable Boulevard & Alameda Avenue

2027 Background AM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1017	116	32	1889	146	172	287	51	101	194	136
Future Volume (vph)	110	1017	116	32	1889	146	172	287	51	101	194	136
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	49.0	49.0	24.0	59.0	59.0	14.0	45.0	45.0	14.0	45.0	45.0
Total Split (%)	10.6%	37.1%	37.1%	18.2%	44.7%	44.7%	10.6%	34.1%	34.1%	10.6%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

### Intersection Summary

Cycle Length: 132

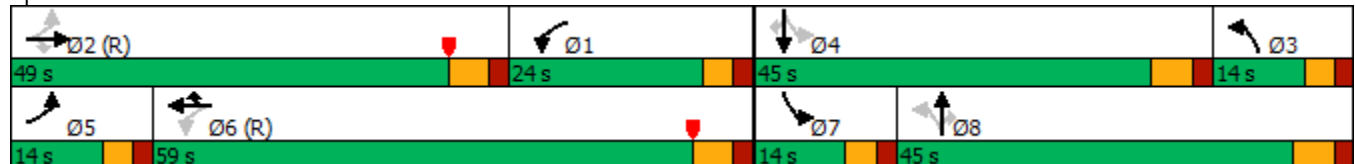
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2027 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1017	116	32	1889	146	172	287	51	101	194	136
Future Volume (veh/h)	110	1017	116	32	1889	146	172	287	51	101	194	136
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	118	1094	39	34	2031	157	185	309	33	109	209	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	1663	516	781	2189	679	670	1073	479	600	1050	468
Arrive On Green	0.06	0.33	0.33	0.16	0.43	0.43	0.08	0.60	0.60	0.04	0.30	0.30
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	118	1094	39	34	2031	157	185	309	33	109	209	81
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.5	24.3	2.2	0.0	49.8	8.3	0.0	5.5	0.7	3.1	5.8	4.0
Cycle Q Clear(g_c), s	6.5	24.3	2.2	0.0	49.8	8.3	0.0	5.5	0.7	3.1	5.8	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	1663	516	781	2189	679	670	1073	479	600	1050	468
V/C Ratio(X)	0.70	0.66	0.08	0.04	0.93	0.23	0.28	0.29	0.07	0.18	0.20	0.17
Avail Cap(c_a), veh/h	176	1663	516	781	2189	679	775	1073	479	702	1050	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	38.2	30.8	34.9	35.8	23.9	39.8	19.3	7.6	36.3	34.8	21.6
Incr Delay (d2), s/veh	8.9	1.6	0.2	0.0	8.4	0.8	0.2	0.7	0.3	0.1	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	14.8	1.6	0.7	29.1	5.9	4.4	3.9	0.8	2.4	4.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	39.8	31.0	34.9	44.2	24.7	40.1	20.0	7.9	36.4	35.2	22.4
LnGrp LOS	D	D	C	C	D	C	D	B	A	D	D	C
Approach Vol, veh/h	1251				2222		527				399	
Approach Delay, s/veh	40.2				42.7		26.3				33.0	
Approach LOS	D				D		C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	49.0	11.0	45.0	13.4	62.6	10.1	45.9				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 43	9.0	* 39	9.0	53.0	9.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	26.3	2.0	7.8	8.5	51.8	5.1	7.5				
Green Ext Time (p_c), s	0.0	6.9	0.3	1.6	0.0	1.1	0.1	2.1				

### Intersection Summary

HCM 6th Ctrl Delay 39.1

HCM 6th LOS D

### Notes

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

# Timings

## 3: Sable Boulevard & Alameda Avenue

2027 Background PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	1455	172	70	1377	197	168	338	64	304	431	171
Future Volume (vph)	197	1455	172	70	1377	197	168	338	64	304	431	171
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	19.0	47.0	47.0	24.0	52.0	52.0	14.0	45.0	45.0	16.0	47.0	47.0
Total Split (%)	14.4%	35.6%	35.6%	18.2%	39.4%	39.4%	10.6%	34.1%	34.1%	12.1%	35.6%	35.6%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

### Intersection Summary

Cycle Length: 132

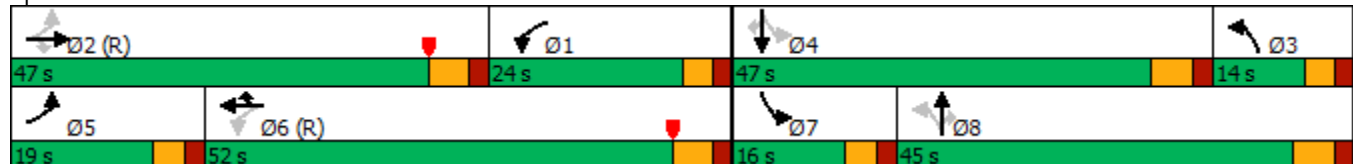
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2027 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1455	172	70	1377	197	168	338	64	304	431	171
Future Volume (veh/h)	197	1455	172	70	1377	197	168	338	64	304	431	171
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	203	1500	95	72	1420	203	173	348	45	313	444	114
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	1586	492	586	1779	552	606	1050	468	665	1104	492
Arrive On Green	0.11	0.31	0.31	0.14	0.35	0.35	0.12	0.59	0.59	0.08	0.31	0.31
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	203	1500	95	72	1420	203	173	348	45	313	444	114
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.1	37.9	5.8	0.0	33.1	12.6	0.0	6.6	1.1	9.4	13.0	5.1
Cycle Q Clear(g_c), s	12.1	37.9	5.8	0.0	33.1	12.6	0.0	6.6	1.1	9.4	13.0	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	1586	492	586	1779	552	606	1050	468	665	1104	492
V/C Ratio(X)	0.83	0.95	0.19	0.12	0.80	0.37	0.29	0.33	0.10	0.47	0.40	0.23
Avail Cap(c_a), veh/h	243	1586	492	612	1779	552	632	1050	468	665	1104	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	44.4	33.4	49.2	38.8	32.1	40.1	20.4	8.9	37.1	35.8	17.8
Incr Delay (d2), s/veh	12.3	7.8	0.5	0.1	3.8	1.9	0.2	0.8	0.4	0.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	21.5	4.1	1.8	20.3	8.8	4.1	4.6	1.2	7.2	9.7	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	52.2	33.8	49.3	42.6	34.0	40.3	21.2	9.3	37.7	36.9	18.9
LnGrp LOS	D	D	C	D	D	C	D	C	A	D	D	B
Approach Vol, veh/h	1798		1695				566		871			
Approach Delay, s/veh	51.2		41.9				26.1		34.8			
Approach LOS	D		D				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	47.0	14.0	47.0	19.0	52.0	16.0	45.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 41	9.0	* 41	14.0	46.0	11.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	39.9	2.0	15.0	14.1	35.1	11.4	8.6				
Green Ext Time (p_c), s	0.1	0.9	0.3	3.3	0.0	7.1	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay			42.2									
HCM 6th LOS			D									
Notes												

Timings  
3: Sable Boulevard & Alameda Avenue

2027 Total AM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1032	116	48	1905	146	172	302	66	101	210	136
Future Volume (vph)	110	1032	116	48	1905	146	172	302	66	101	210	136
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	49.0	49.0	24.0	59.0	59.0	14.0	45.0	45.0	14.0	45.0	45.0
Total Split (%)	10.6%	37.1%	37.1%	18.2%	44.7%	44.7%	10.6%	34.1%	34.1%	10.6%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 132

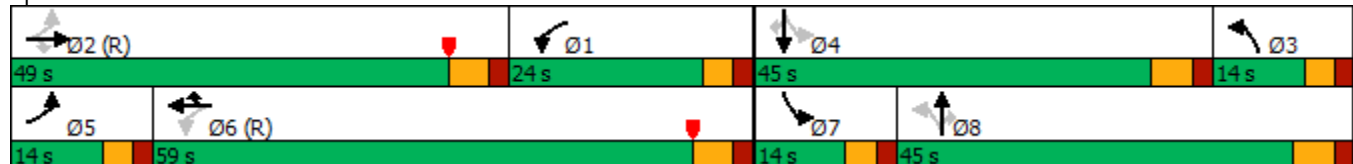
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2027 Total AM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1032	116	48	1905	146	172	302	66	101	210	136
Future Volume (veh/h)	110	1032	116	48	1905	146	172	302	66	101	210	136
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	118	1110	39	52	2048	157	185	325	49	109	226	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	1663	516	776	2189	679	663	1073	479	585	1050	468
Arrive On Green	0.06	0.33	0.33	0.16	0.43	0.43	0.08	0.60	0.60	0.04	0.30	0.30
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	118	1110	39	52	2048	157	185	325	49	109	226	81
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.5	24.7	2.2	0.0	50.5	8.3	0.0	5.8	1.1	3.1	6.3	4.0
Cycle Q Clear(g_c), s	6.5	24.7	2.2	0.0	50.5	8.3	0.0	5.8	1.1	3.1	6.3	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	1663	516	776	2189	679	663	1073	479	585	1050	468
V/C Ratio(X)	0.70	0.67	0.08	0.07	0.94	0.23	0.28	0.30	0.10	0.19	0.22	0.17
Avail Cap(c_a), veh/h	176	1663	516	776	2189	679	768	1073	479	686	1050	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	0.78	0.78	0.78	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	38.3	30.8	36.0	36.0	23.9	39.9	19.4	7.6	36.3	35.0	21.6
Incr Delay (d2), s/veh	8.9	1.7	0.2	0.0	9.1	0.8	0.2	0.7	0.4	0.2	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	15.0	1.6	1.1	29.6	5.9	4.4	4.1	1.2	2.4	5.1	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	40.0	31.0	36.0	45.1	24.7	40.1	20.1	8.1	36.4	35.5	22.4
LnGrp LOS	D	D	C	D	D	C	D	C	A	D	D	C
Approach Vol, veh/h	1267				2257		559				416	
Approach Delay, s/veh	40.4				43.5		25.7				33.2	
Approach LOS	D				D		C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	49.0	11.0	45.0	13.4	62.6	10.1	45.9				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 43	9.0	* 39	9.0	53.0	9.0	39.0				
Max Q Clear Time (g_c+l1), s	2.0	26.7	2.0	8.3	8.5	52.5	5.1	7.8				
Green Ext Time (p_c), s	0.1	6.9	0.3	1.7	0.0	0.5	0.1	2.3				

### Intersection Summary

HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

### Notes

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

Timings  
3: Sable Boulevard & Alameda Avenue

2027 Total PM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	1466	172	88	1395	197	168	349	75	304	449	171
Future Volume (vph)	197	1466	172	88	1395	197	168	349	75	304	449	171
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	19.0	47.0	47.0	24.0	52.0	52.0	14.0	45.0	45.0	16.0	47.0	47.0
Total Split (%)	14.4%	35.6%	35.6%	18.2%	39.4%	39.4%	10.6%	34.1%	34.1%	12.1%	35.6%	35.6%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 132

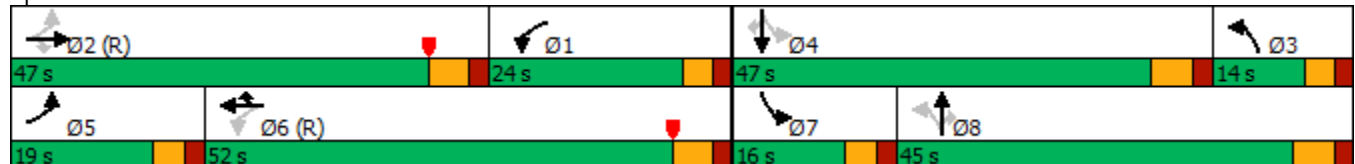
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2027 Total PM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1466	172	88	1395	197	168	349	75	304	449	171
Future Volume (veh/h)	197	1466	172	88	1395	197	168	349	75	304	449	171
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	203	1511	95	91	1438	203	173	360	56	313	463	114
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	1586	492	584	1779	552	601	1050	468	656	1104	492
Arrive On Green	0.11	0.31	0.31	0.14	0.35	0.35	0.12	0.59	0.59	0.08	0.31	0.31
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	203	1511	95	91	1438	203	173	360	56	313	463	114
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.1	38.2	5.8	0.0	33.7	12.6	0.0	6.9	1.4	9.4	13.6	5.1
Cycle Q Clear(g_c), s	12.1	38.2	5.8	0.0	33.7	12.6	0.0	6.9	1.4	9.4	13.6	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	1586	492	584	1779	552	601	1050	468	656	1104	492
V/C Ratio(X)	0.83	0.95	0.19	0.16	0.81	0.37	0.29	0.34	0.12	0.48	0.42	0.23
Avail Cap(c_a), veh/h	243	1586	492	610	1779	552	627	1050	468	656	1104	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	44.6	33.4	49.2	39.0	32.1	40.2	20.4	8.9	37.2	36.1	17.8
Incr Delay (d2), s/veh	11.6	8.1	0.4	0.1	4.1	1.9	0.2	0.8	0.5	0.5	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	21.6	4.0	2.3	20.6	8.8	4.1	4.8	1.5	7.2	10.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	52.7	33.8	49.3	43.1	34.0	40.4	21.3	9.4	37.7	37.2	18.9
LnGrp LOS	D	D	C	D	D	C	D	C	A	D	D	B
Approach Vol, veh/h	1809		1732				589			890		
Approach Delay, s/veh	51.6		42.3				25.8			35.0		
Approach LOS	D		D				C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	47.0	14.0	47.0	19.0	52.0	16.0	45.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 41	9.0	* 41	14.0	46.0	11.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	40.2	2.0	15.6	14.1	35.7	11.4	8.9				
Green Ext Time (p_c), s	0.2	0.6	0.3	3.5	0.0	6.8	0.0	2.6				
Intersection Summary												
HCM 6th Ctrl Delay			42.4									
HCM 6th LOS			D									
Notes												

# Timings

## 3: Sable Boulevard & Alameda Avenue

2040 Background AM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	1316	150	42	2443	189	223	371	66	130	251	176
Future Volume (vph)	143	1316	150	42	2443	189	223	371	66	130	251	176
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	49.0	49.0	24.0	59.0	59.0	14.0	45.0	45.0	14.0	45.0	45.0
Total Split (%)	10.6%	37.1%	37.1%	18.2%	44.7%	44.7%	10.6%	34.1%	34.1%	10.6%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

### Intersection Summary

Cycle Length: 132

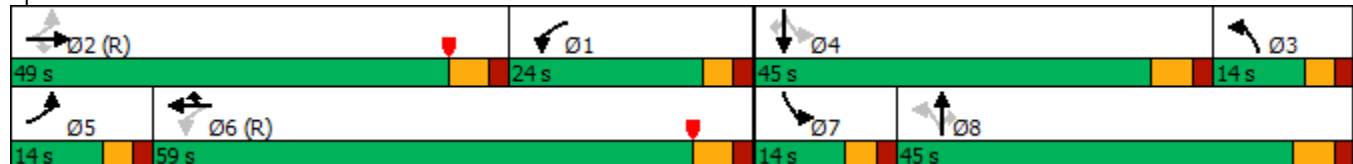
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2040 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	1316	150	42	2443	189	223	371	66	130	251	176
Future Volume (veh/h)	143	1316	150	42	2443	189	223	371	66	130	251	176
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	154	1415	75	45	2627	203	240	399	49	140	270	124
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	1663	516	691	2162	671	620	1050	468	547	1050	468
Arrive On Green	0.07	0.33	0.33	0.16	0.42	0.42	0.08	0.59	0.59	0.05	0.30	0.30
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	154	1415	75	45	2627	203	240	399	49	140	270	124
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.7	34.1	4.4	0.0	55.9	11.2	0.0	7.8	1.2	4.1	7.6	6.2
Cycle Q Clear(g_c), s	8.7	34.1	4.4	0.0	55.9	11.2	0.0	7.8	1.2	4.1	7.6	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	1663	516	691	2162	671	620	1050	468	547	1050	468
V/C Ratio(X)	0.88	0.85	0.15	0.07	1.22	0.30	0.39	0.38	0.10	0.26	0.26	0.26
Avail Cap(c_a), veh/h	176	1663	516	691	2162	671	721	1050	468	623	1050	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	41.5	31.5	44.0	38.1	25.2	42.1	20.6	8.1	36.8	35.5	21.9
Incr Delay (d2), s/veh	23.2	3.3	0.3	0.0	101.4	1.2	0.4	1.0	0.4	0.2	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	19.2	3.1	1.1	60.8	7.9	5.9	5.3	1.3	3.1	6.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	44.9	31.8	44.1	139.4	26.3	42.5	21.6	8.5	37.0	36.0	23.3
LnGrp LOS	E	D	C	D	F	C	D	C	A	D	D	C
Approach Vol, veh/h	1644		2875				688			534		
Approach Delay, s/veh	45.9		130.0				28.0			33.3		
Approach LOS	D		F				C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.9	49.0	11.1	45.0	14.0	61.9	11.1	45.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 43	9.0	* 39	9.0	53.0	9.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	36.1	2.0	9.6	10.7	57.9	6.1	9.8				
Green Ext Time (p_c), s	0.1	4.7	0.4	2.1	0.0	0.0	0.1	2.8				
Intersection Summary												
HCM 6th Ctrl Delay	84.7											
HCM 6th LOS	F											
Notes												

# Timings 3: Sable Boulevard & Alameda Avenue

2040 Background PM

10/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1882	223	91	1781	255	217	437	83	393	557	221
Future Volume (vph)	255	1882	223	91	1781	255	217	437	83	393	557	221
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	19.0	47.0	47.0	24.0	52.0	52.0	14.0	45.0	45.0	16.0	47.0	47.0
Total Split (%)	14.4%	35.6%	35.6%	18.2%	39.4%	39.4%	10.6%	34.1%	34.1%	12.1%	35.6%	35.6%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

## Intersection Summary

Cycle Length: 132

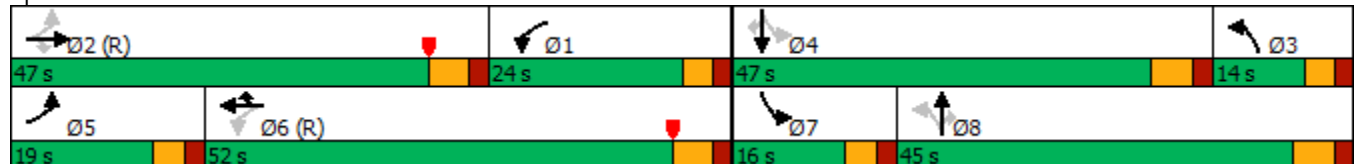
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue





# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2040 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	1882	223	91	1781	255	217	437	83	393	557	221
Future Volume (veh/h)	255	1882	223	91	1781	255	217	437	83	393	557	221
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	263	1940	148	94	1836	263	224	451	65	405	574	166
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	1586	492	580	1779	552	545	1050	468	603	1104	492
Arrive On Green	0.11	0.31	0.31	0.14	0.35	0.35	0.12	0.59	0.59	0.08	0.31	0.31
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	263	1940	148	94	1836	263	224	451	65	405	574	166
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	14.0	41.0	9.4	0.0	46.0	17.1	0.0	9.2	1.6	11.0	17.5	7.7
Cycle Q Clear(g_c), s	14.0	41.0	9.4	0.0	46.0	17.1	0.0	9.2	1.6	11.0	17.5	7.7
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	243	1586	492	580	1779	552	545	1050	468	603	1104	492
V/C Ratio(X)	1.08	1.22	0.30	0.16	1.03	0.48	0.41	0.43	0.14	0.67	0.52	0.34
Avail Cap(c_a), veh/h	243	1586	492	607	1779	552	572	1050	468	603	1104	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	45.5	34.6	49.2	43.0	33.6	43.8	20.9	9.0	39.9	37.4	18.4
Incr Delay (d2), s/veh	43.5	101.0	0.1	0.1	30.0	2.9	0.5	1.2	0.6	2.9	1.8	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(95%),veh/ln	11.3	39.6	4.6	2.4	32.3	11.3	5.7	6.1	1.7	9.4	12.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.5	146.5	34.7	49.4	73.0	36.5	44.3	22.1	9.5	42.8	39.2	20.3
LnGrp LOS	F	F	C	D	F	D	D	C	A	D	D	C
Approach Vol, veh/h	2351		2193				740		1145			
Approach Delay, s/veh	132.6		67.6				27.7		37.7			
Approach LOS	F		E				C		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	47.0	14.0	47.0	19.0	52.0	16.0	45.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	* 41	9.0	* 41	14.0	46.0	11.0	39.0				
Max Q Clear Time (g_c+I1), s	2.0	43.0	2.0	19.5	16.0	48.0	13.0	11.2				
Green Ext Time (p_c), s	0.2	0.0	0.4	4.3	0.0	0.0	0.0	3.3				

### Intersection Summary

HCM 6th Ctrl Delay 81.5

HCM 6th LOS F

### Notes

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

Timings  
3: Sable Boulevard & Alameda Avenue

2040 Total AM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	1331	150	58	2459	189	223	386	81	130	267	176
Future Volume (vph)	143	1331	150	58	2459	189	223	386	81	130	267	176
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	15.0	87.0	87.0	10.0	82.0	82.0	11.0	25.0	25.0	10.0	24.0	24.0
Total Split (%)	11.4%	65.9%	65.9%	7.6%	62.1%	62.1%	8.3%	18.9%	18.9%	7.6%	18.2%	18.2%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 132

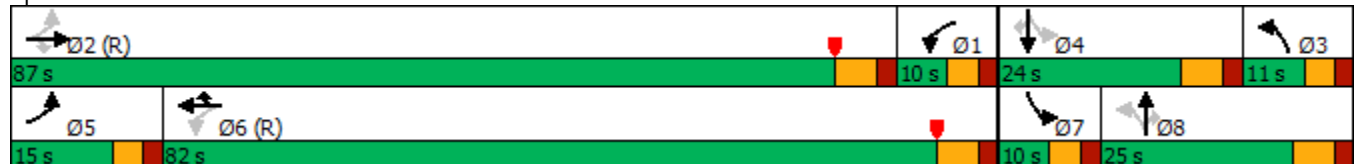
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2040 Total AM

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	1331	150	58	2459	189	223	386	81	130	267	176
Future Volume (veh/h)	143	1331	150	58	2459	189	223	386	81	130	267	176
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	154	1431	75	62	2644	203	240	415	65	140	287	124
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	3133	973	948	3659	1136	326	512	228	240	485	216
Arrive On Green	0.06	0.61	0.61	0.16	0.72	0.72	0.01	0.05	0.05	0.04	0.14	0.14
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	154	1431	75	62	2644	203	240	415	65	140	287	124
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.8	19.9	2.5	0.0	40.2	5.5	1.6	15.3	4.5	4.9	10.0	9.5
Cycle Q Clear(g_c), s	5.8	19.9	2.5	0.0	40.2	5.5	1.6	15.3	4.5	4.9	10.0	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	180	3133	973	948	3659	1136	326	512	228	240	485	216
V/C Ratio(X)	0.86	0.46	0.08	0.07	0.72	0.18	0.74	0.81	0.28	0.58	0.59	0.57
Avail Cap(c_a), veh/h	208	3133	973	948	3659	1136	352	512	228	240	485	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	13.7	10.3	11.4	11.0	6.1	61.8	61.1	41.5	54.4	53.6	51.2
Incr Delay (d2), s/veh	19.6	0.4	0.1	0.0	1.3	0.3	7.1	12.8	3.0	3.6	5.2	10.6
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(95%),veh/ln	6.1	11.0	1.6	0.7	19.3	3.2	7.6	12.9	4.2	4.1	8.4	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	14.0	10.5	11.5	12.3	6.4	68.9	73.8	44.5	58.0	58.8	61.8
LnGrp LOS	D	B	B	B	B	A	E	E	D	E	E	E
Approach Vol, veh/h	1660		2909				720			551		
Approach Delay, s/veh	17.4		11.8				69.5			59.3		
Approach LOS	B		B				E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	87.0	11.0	24.0	12.9	101.1	10.0	25.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	* 81	6.0	* 18	10.0	76.0	5.0	19.0				
Max Q Clear Time (g_c+I1), s	2.0	21.9	3.6	12.0	7.8	42.2	6.9	17.3				
Green Ext Time (p_c), s	0.0	15.0	0.2	1.1	0.1	28.2	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			25.0									
HCM 6th LOS			C									
Notes												

# Timings

## 3: Sable Boulevard & Alameda Avenue

2040 Total PM

12/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1893	223	109	1799	255	217	448	94	393	575	221
Future Volume (vph)	255	1893	223	109	1799	255	217	448	94	393	575	221
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	6	3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	25.0	78.0	78.0	10.0	63.0	63.0	11.0	26.0	26.0	18.0	33.0	33.0
Total Split (%)	18.9%	59.1%	59.1%	7.6%	47.7%	47.7%	8.3%	19.7%	19.7%	13.6%	25.0%	25.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

### Intersection Summary

Cycle Length: 132

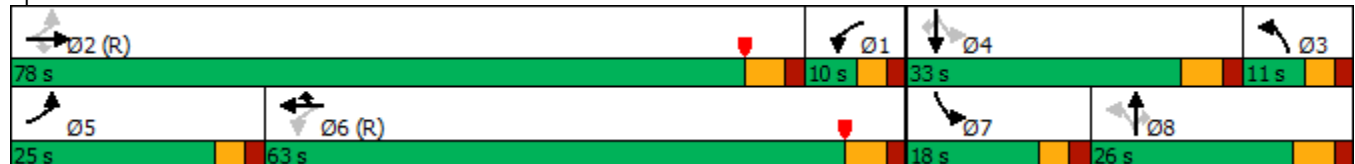
Actuated Cycle Length: 132

Offset: 104 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 3: Sable Boulevard & Alameda Avenue



# HCM 6th Signalized Intersection Summary

## 3: Sable Boulevard & Alameda Avenue

2040 Total PM

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	1893	223	109	1799	255	217	448	94	393	575	221
Future Volume (veh/h)	255	1893	223	109	1799	255	217	448	94	393	575	221
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	263	1952	148	112	1855	263	224	462	76	405	593	166
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2785	865	1148	3664	1137	281	538	240	449	727	324
Arrive On Green	0.11	0.55	0.55	0.27	0.72	0.72	0.01	0.05	0.05	0.10	0.20	0.20
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	263	1952	148	112	1855	263	224	462	76	405	593	166
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	11.8	37.1	6.2	0.0	21.3	7.4	2.8	17.0	5.2	13.0	21.0	13.1
Cycle Q Clear(g_c), s	11.8	37.1	6.2	0.0	21.3	7.4	2.8	17.0	5.2	13.0	21.0	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	2785	865	1148	3664	1137	281	538	240	449	727	324
V/C Ratio(X)	0.90	0.70	0.17	0.10	0.51	0.23	0.80	0.86	0.32	0.90	0.82	0.51
Avail Cap(c_a), veh/h	368	2785	865	1148	3664	1137	307	538	240	449	727	324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	22.1	15.0	21.4	8.3	6.3	62.8	61.3	41.2	51.3	50.1	52.8
Incr Delay (d2), s/veh	2.6	0.1	0.0	0.0	0.5	0.5	11.9	15.2	3.2	21.0	9.8	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	15.9	3.0	2.0	11.3	4.4	7.4	14.1	4.9	11.9	15.5	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	22.2	15.1	21.4	8.8	6.8	74.6	76.5	44.4	72.3	59.9	58.5
LnGrp LOS	C	C	B	C	A	A	E	E	D	E	E	E
Approach Vol, veh/h	2363		2230				762		1164			
Approach Delay, s/veh	22.9		9.2				72.7		64.0			
Approach LOS	C		A				E		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	43.0	78.0	11.0	33.0	19.3	101.7	18.0	26.0				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	* 72	6.0	* 27	20.0	57.0	13.0	20.0				
Max Q Clear Time (g_c+I1), s	2.0	39.1	4.8	23.0	13.8	23.3	15.0	19.0				
Green Ext Time (p_c), s	0.1	19.9	0.1	1.6	0.4	19.7	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay	31.4											
HCM 6th LOS	C											
Notes												

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	4	87	102	14
Future Vol, veh/h	7	4	4	87	102	14
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	5	5	105	123	17
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	8.1	7.8	8.9
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	4%	0%	0%
Vol Right, %	0%	0%	96%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	4	91	102	14
LT Vol	7	0	0	102	0
Through Vol	0	4	4	0	0
RT Vol	0	0	87	0	14
Lane Flow Rate	8	5	110	123	17
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.013	0.007	0.127	0.179	0.019
Departure Headway (Hd)	5.503	5.001	4.159	5.243	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	654	720	867	678	875
Service Time	3.206	2.704	2.16	3.017	1.815
HCM Lane V/C Ratio	0.012	0.007	0.127	0.181	0.019
HCM Control Delay	8.3	7.7	7.8	9.2	6.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0	0.4	0.6	0.1

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	51	29	208	193	154
Future Vol, veh/h	105	51	29	208	193	154
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	56	32	229	212	169
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	10.2	11	11
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	12%	0%	0%
Vol Right, %	0%	0%	88%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	51	237	193	154
LT Vol	105	0	0	193	0
Through Vol	0	51	29	0	0
RT Vol	0	0	208	0	154
Lane Flow Rate	115	56	260	212	169
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.203	0.091	0.363	0.361	0.231
Departure Headway (Hd)	6.321	5.815	5.014	6.125	4.916
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	563	610	711	581	721
Service Time	4.119	3.613	3.094	3.921	2.712
HCM Lane V/C Ratio	0.204	0.092	0.366	0.365	0.234
HCM Control Delay	10.7	9.2	11	12.4	9.2
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	0.8	0.3	1.7	1.6	0.9

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	4	87	102	14
Future Vol, veh/h	7	4	4	87	102	14
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	5	5	105	123	17
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	8.1	7.8	8.9
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	4%	0%	0%
Vol Right, %	0%	0%	96%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	4	91	102	14
LT Vol	7	0	0	102	0
Through Vol	0	4	4	0	0
RT Vol	0	0	87	0	14
Lane Flow Rate	8	5	110	123	17
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.013	0.007	0.127	0.179	0.019
Departure Headway (Hd)	5.503	5.001	4.159	5.243	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	654	720	867	678	875
Service Time	3.206	2.704	2.16	3.017	1.815
HCM Lane V/C Ratio	0.012	0.007	0.127	0.181	0.019
HCM Control Delay	8.3	7.7	7.8	9.2	6.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0	0.4	0.6	0.1



Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	51	29	208	193	154
Future Vol, veh/h	105	51	29	208	193	154
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	56	32	229	212	169
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	10.2	11	11
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	12%	0%	0%
Vol Right, %	0%	0%	88%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	51	237	193	154
LT Vol	105	0	0	193	0
Through Vol	0	51	29	0	0
RT Vol	0	0	208	0	154
Lane Flow Rate	115	56	260	212	169
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.203	0.091	0.363	0.361	0.231
Departure Headway (Hd)	6.321	5.815	5.014	6.125	4.916
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	563	610	711	581	721
Service Time	4.119	3.613	3.094	3.921	2.712
HCM Lane V/C Ratio	0.204	0.092	0.366	0.365	0.234
HCM Control Delay	10.7	9.2	11	12.4	9.2
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	0.8	0.3	1.7	1.6	0.9

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	4	15	87	111	20
Future Vol, veh/h	15	4	15	87	111	20
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	5	18	105	134	24
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	8.3	8	9
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	15%	0%	0%
Vol Right, %	0%	0%	85%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	4	102	111	20
LT Vol	15	0	0	111	0
Through Vol	0	4	15	0	0
RT Vol	0	0	87	0	20
Lane Flow Rate	18	5	123	134	24
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.028	0.007	0.146	0.196	0.027
Departure Headway (Hd)	5.564	5.062	4.28	5.283	4.081
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	647	711	843	671	862
Service Time	3.269	2.766	2.281	3.082	1.879
HCM Lane V/C Ratio	0.028	0.007	0.146	0.2	0.028
HCM Control Delay	8.4	7.8	8	9.4	7
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.5	0.7	0.1

HCM 6th AWSC  
4: Mall Ring Road & Crystal Street

2025 Total PM  
12/12/2023

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	111	51	37	208	205	162
Future Vol, veh/h	111	51	37	208	205	162
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	56	41	229	225	178
Number of Lanes	1	1	1	0	1	1
Approach	EB	WB		SB		
Opposing Approach	WB	EB				
Opposing Lanes	1	2		0		
Conflicting Approach Left	SB			WB		
Conflicting Lanes Left	2	0		1		
Conflicting Approach Right		SB		EB		
Conflicting Lanes Right	0	2		2		
HCM Control Delay	10.5	11.5		11.5		
HCM LOS	B	B		B		

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	15%	0%	0%
Vol Right, %	0%	0%	85%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	51	245	205	162
LT Vol	111	0	0	205	0
Through Vol	0	51	37	0	0
RT Vol	0	0	208	0	162
Lane Flow Rate	122	56	269	225	178
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.22	0.093	0.389	0.393	0.251
Departure Headway (Hd)	6.504	5.997	5.207	6.277	5.067
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	553	598	695	574	710
Service Time	4.234	3.727	3.207	3.997	2.787
HCM Lane V/C Ratio	0.221	0.094	0.387	0.392	0.251
HCM Control Delay	11.1	9.3	11.5	13	9.5
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	0.8	0.3	1.8	1.9	1

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	4	87	102	14
Future Vol, veh/h	7	4	4	87	102	14
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	5	5	105	123	17
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	8.1	7.8	8.9
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	4%	0%	0%
Vol Right, %	0%	0%	96%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	4	91	102	14
LT Vol	7	0	0	102	0
Through Vol	0	4	4	0	0
RT Vol	0	0	87	0	14
Lane Flow Rate	8	5	110	123	17
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.013	0.007	0.127	0.179	0.019
Departure Headway (Hd)	5.503	5.001	4.159	5.243	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	654	720	867	678	875
Service Time	3.206	2.704	2.16	3.017	1.815
HCM Lane V/C Ratio	0.012	0.007	0.127	0.181	0.019
HCM Control Delay	8.3	7.7	7.8	9.2	6.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0	0.4	0.6	0.1

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	51	29	208	193	154
Future Vol, veh/h	105	51	29	208	193	154
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	56	32	229	212	169
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	10.2	11	11
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	12%	0%	0%
Vol Right, %	0%	0%	88%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	51	237	193	154
LT Vol	105	0	0	193	0
Through Vol	0	51	29	0	0
RT Vol	0	0	208	0	154
Lane Flow Rate	115	56	260	212	169
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.203	0.091	0.363	0.361	0.231
Departure Headway (Hd)	6.321	5.815	5.014	6.125	4.916
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	563	610	711	581	721
Service Time	4.119	3.613	3.094	3.921	2.712
HCM Lane V/C Ratio	0.204	0.092	0.366	0.365	0.234
HCM Control Delay	10.7	9.2	11	12.4	9.2
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	0.8	0.3	1.7	1.6	0.9

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	27	87	126	30
Future Vol, veh/h	22	4	27	87	126	30
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	5	33	105	152	36
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	8.5	8.3	9.3
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	24%	0%	0%
Vol Right, %	0%	0%	76%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	4	114	126	30
LT Vol	22	0	0	126	0
Through Vol	0	4	27	0	0
RT Vol	0	0	87	0	30
Lane Flow Rate	27	5	137	152	36
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.042	0.007	0.169	0.229	0.042
Departure Headway (Hd)	5.661	5.159	4.421	5.432	4.23
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	634	696	814	663	848
Service Time	3.379	2.876	2.434	3.151	1.948
HCM Lane V/C Ratio	0.043	0.007	0.168	0.229	0.042
HCM Control Delay	8.6	7.9	8.3	9.8	7.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.6	0.9	0.1

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	51	45	208	219	172
Future Vol, veh/h	116	51	45	208	219	172
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	56	49	229	241	189
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	10.8	11.9	11.9
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	18%	0%	0%
Vol Right, %	0%	0%	82%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	51	253	219	172
LT Vol	116	0	0	219	0
Through Vol	0	51	45	0	0
RT Vol	0	0	208	0	172
Lane Flow Rate	127	56	278	241	189
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.234	0.095	0.41	0.423	0.269
Departure Headway (Hd)	6.606	6.099	5.307	6.334	5.123
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	544	588	681	570	701
Service Time	4.336	3.829	3.307	4.059	2.848
HCM Lane V/C Ratio	0.233	0.095	0.408	0.423	0.27
HCM Control Delay	11.4	9.5	11.9	13.6	9.7
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	0.9	0.3	2	2.1	1.1

HCM 6th Roundabout  
4: Mall Ring Road & Crystal Street

2027 Total AM-Improved

12/12/2023

Intersection			
Intersection Delay, s/veh	3.8		
Intersection LOS	A		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	32	138	188
Demand Flow Rate, veh/h	33	141	192
Vehicles Circulating, veh/h	155	28	34
Vehicles Exiting, veh/h	71	160	135
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.6	3.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	33	141	192
Cap Entry Lane, veh/h	1178	1341	1333
Entry HV Adj Factor	0.967	0.981	0.979
Flow Entry, veh/h	32	138	188
Cap Entry, veh/h	1139	1316	1305
V/C Ratio	0.028	0.105	0.144
Control Delay, s/veh	3.4	3.6	3.9
LOS	A	A	A
95th %tile Queue, veh	0	0	1



HCM 6th Roundabout  
4: Mall Ring Road & Crystal Street

2027 Total PM-Improved

12/12/2023

Intersection			
Intersection Delay, s/veh	5.5		
Intersection LOS	A		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	183	278	430
Demand Flow Rate, veh/h	187	284	439
Vehicles Circulating, veh/h	246	130	50
Vehicles Exiting, veh/h	243	303	364
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.2	5.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	187	284	439
Cap Entry Lane, veh/h	1074	1209	1311
Entry HV Adj Factor	0.978	0.979	0.979
Flow Entry, veh/h	183	278	430
Cap Entry, veh/h	1050	1183	1284
V/C Ratio	0.174	0.235	0.335
Control Delay, s/veh	5.0	5.2	5.9
LOS	A	A	A
95th %tile Queue, veh	1	1	1

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	4	87	102	14
Future Vol, veh/h	7	4	4	87	102	14
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	5	5	105	123	17
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	8.1	7.8	8.9
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	4%	0%	0%
Vol Right, %	0%	0%	96%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	4	91	102	14
LT Vol	7	0	0	102	0
Through Vol	0	4	4	0	0
RT Vol	0	0	87	0	14
Lane Flow Rate	8	5	110	123	17
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.013	0.007	0.127	0.179	0.019
Departure Headway (Hd)	5.503	5.001	4.159	5.243	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	654	720	867	678	875
Service Time	3.206	2.704	2.16	3.017	1.815
HCM Lane V/C Ratio	0.012	0.007	0.127	0.181	0.019
HCM Control Delay	8.3	7.7	7.8	9.2	6.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0	0.4	0.6	0.1

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	51	29	208	193	154
Future Vol, veh/h	105	51	29	208	193	154
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	56	32	229	212	169
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	10.2	11	11
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	12%	0%	0%
Vol Right, %	0%	0%	88%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	51	237	193	154
LT Vol	105	0	0	193	0
Through Vol	0	51	29	0	0
RT Vol	0	0	208	0	154
Lane Flow Rate	115	56	260	212	169
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.203	0.091	0.363	0.361	0.231
Departure Headway (Hd)	6.321	5.815	5.014	6.125	4.916
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	563	610	711	581	721
Service Time	4.119	3.613	3.094	3.921	2.712
HCM Lane V/C Ratio	0.204	0.092	0.366	0.365	0.234
HCM Control Delay	10.7	9.2	11	12.4	9.2
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	0.8	0.3	1.7	1.6	0.9

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	27	87	126	30
Future Vol, veh/h	22	4	27	87	126	30
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	5	33	105	152	36
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	8.5	8.3	9.3
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	24%	0%	0%
Vol Right, %	0%	0%	76%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	4	114	126	30
LT Vol	22	0	0	126	0
Through Vol	0	4	27	0	0
RT Vol	0	0	87	0	30
Lane Flow Rate	27	5	137	152	36
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.042	0.007	0.169	0.229	0.042
Departure Headway (Hd)	5.661	5.159	4.421	5.432	4.23
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	634	696	814	663	848
Service Time	3.379	2.876	2.434	3.151	1.948
HCM Lane V/C Ratio	0.043	0.007	0.168	0.229	0.042
HCM Control Delay	8.6	7.9	8.3	9.8	7.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.6	0.9	0.1

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	51	45	208	219	172
Future Vol, veh/h	116	51	45	208	219	172
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	56	49	229	241	189
Number of Lanes	1	1	1	0	1	1
Approach	EB	WB		SB		
Opposing Approach	WB	EB				
Opposing Lanes	1	2		0		
Conflicting Approach Left	SB			WB		
Conflicting Lanes Left	2	0		1		
Conflicting Approach Right		SB		EB		
Conflicting Lanes Right	0	2		2		
HCM Control Delay	10.8	11.9		11.9		
HCM LOS	B	B		B		

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	18%	0%	0%
Vol Right, %	0%	0%	82%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	51	253	219	172
LT Vol	116	0	0	219	0
Through Vol	0	51	45	0	0
RT Vol	0	0	208	0	172
Lane Flow Rate	127	56	278	241	189
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.234	0.095	0.41	0.423	0.269
Departure Headway (Hd)	6.606	6.099	5.307	6.334	5.123
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	544	588	681	570	701
Service Time	4.336	3.829	3.307	4.059	2.848
HCM Lane V/C Ratio	0.233	0.095	0.408	0.423	0.27
HCM Control Delay	11.4	9.5	11.9	13.6	9.7
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	0.9	0.3	2	2.1	1.1

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	27	87	126	30
Future Vol, veh/h	22	4	27	87	126	30
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	5	33	105	152	36
Number of Lanes	1	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	8.4	7.8	8.6
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	81%
Vol Thru, %	0%	100%	24%	0%
Vol Right, %	0%	0%	76%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	4	114	156
LT Vol	22	0	0	126
Through Vol	0	4	27	0
RT Vol	0	0	87	30
Lane Flow Rate	27	5	137	188
Geometry Grp	7	7	5	2
Degree of Util (X)	0.041	0.007	0.155	0.223
Departure Headway (Hd)	5.584	5.082	4.06	4.267
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	645	708	889	827
Service Time	3.288	2.785	2.061	2.367
HCM Lane V/C Ratio	0.042	0.007	0.154	0.227
HCM Control Delay	8.5	7.8	7.8	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.5	0.9

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	51	45	208	219	172
Future Vol, veh/h	116	51	45	208	219	172
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	56	49	229	241	189
Number of Lanes	1	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	10.7	11.2	15.4
HCM LOS	B	B	C

Lane	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	56%
Vol Thru, %	0%	100%	18%	0%
Vol Right, %	0%	0%	82%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	51	253	391
LT Vol	116	0	0	219
Through Vol	0	51	45	0
RT Vol	0	0	208	172
Lane Flow Rate	127	56	278	430
Geometry Grp	7	7	5	2
Degree of Util (X)	0.233	0.094	0.388	0.602
Departure Headway (Hd)	6.575	6.067	5.026	5.043
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	546	590	715	722
Service Time	4.316	3.808	3.062	3.043
HCM Lane V/C Ratio	0.233	0.095	0.389	0.596
HCM Control Delay	11.3	9.4	11.2	15.4
HCM Lane LOS	B	A	B	C
HCM 95th-tile Q	0.9	0.3	1.8	4.1

Intersection			
Intersection Delay, s/veh	3.8		
Intersection LOS	A		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	32	138	188
Demand Flow Rate, veh/h	33	141	192
Vehicles Circulating, veh/h	155	28	34
Vehicles Exiting, veh/h	71	160	135
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.6	3.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	33	141	192
Cap Entry Lane, veh/h	1178	1341	1333
Entry HV Adj Factor	0.967	0.981	0.979
Flow Entry, veh/h	32	138	188
Cap Entry, veh/h	1139	1316	1305
V/C Ratio	0.028	0.105	0.144
Control Delay, s/veh	3.4	3.6	3.9
LOS	A	A	A
95th %tile Queue, veh	0	0	1



HCM 6th Roundabout  
4: Mall Ring Road & Crystal Street

2040 Total PM-Improved

12/12/2023

Intersection			
Intersection Delay, s/veh	5.5		
Intersection LOS	A		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	183	278	430
Demand Flow Rate, veh/h	187	284	439
Vehicles Circulating, veh/h	246	130	50
Vehicles Exiting, veh/h	243	303	364
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.2	5.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	187	284	439
Cap Entry Lane, veh/h	1074	1209	1311
Entry HV Adj Factor	0.978	0.979	0.979
Flow Entry, veh/h	183	278	430
Cap Entry, veh/h	1050	1183	1284
V/C Ratio	0.174	0.235	0.335
Control Delay, s/veh	5.0	5.2	5.9
LOS	A	A	A
95th %tile Queue, veh	1	1	1

# Timings 5: Abilene Street & Northwest Mall Entrance

2023 Existing AM

10/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	9	16	304	33	324
Future Volume (vph)	9	16	304	33	324
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140

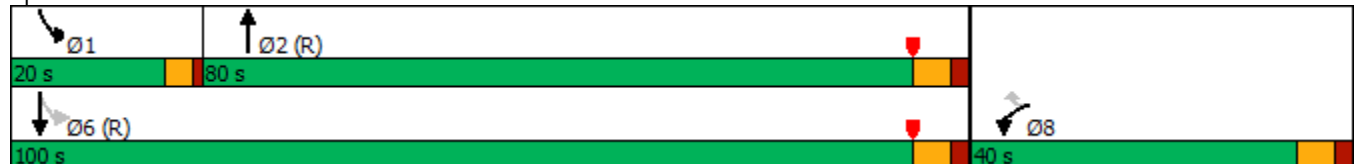
Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



# HCM 6th Signalized Intersection Summary

## 5: Abilene Street & Northwest Mall Entrance

2023 Existing AM  
10/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	16	304	6	33	324
Future Volume (veh/h)	9	16	304	6	33	324
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	10	17	330	7	36	352
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	41	37	2973	63	954	3167
Arrive On Green	0.02	0.02	0.84	0.84	0.05	1.00
Sat Flow, veh/h	1781	1585	3652	75	1781	3647
Grp Volume(v), veh/h	10	17	165	172	36	352
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1857	1781	1777
Q Serve(g_s), s	0.8	1.5	2.3	2.4	0.4	0.0
Cycle Q Clear(g_c), s	0.8	1.5	2.3	2.4	0.4	0.0
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	41	37	1485	1552	954	3167
V/C Ratio(X)	0.24	0.46	0.11	0.11	0.04	0.11
Avail Cap(c_a), veh/h	433	385	1485	1552	1109	3167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.99
Uniform Delay (d), s/veh	67.2	67.5	2.1	2.1	1.1	0.0
Incr Delay (d2), s/veh	3.0	8.8	0.2	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	1.2	1.3	1.3	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.1	76.3	2.2	2.2	1.1	0.1
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	27		337			388
Approach Delay, s/veh	74.0		2.2			0.2
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	123.0			130.7	9.3
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+I1), s	2.4	4.4			2.0	3.5
Green Ext Time (p_c), s	0.0	2.2			2.6	0.0
Intersection Summary						
HCM 6th Ctrl Delay			3.7			
HCM 6th LOS			A			

# Timings 5: Abilene Street & Northwest Mall Entrance

2023 Existing PM

10/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	40	206	536	211	549
Future Volume (vph)	40	206	536	211	549
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140

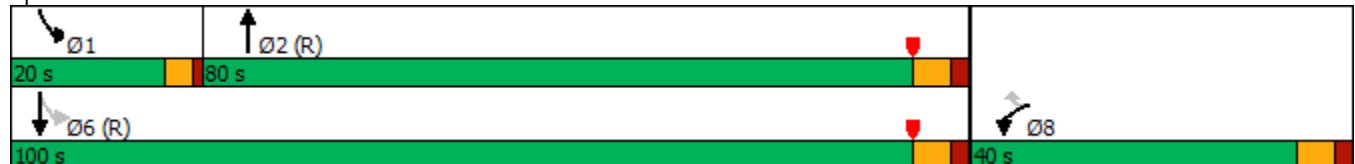
Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2023 Existing PM  
10/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	206	536	44	211	549
Future Volume (veh/h)	40	206	536	44	211	549
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	42	215	558	46	220	572
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	271	241	2253	185	651	2708
Arrive On Green	0.15	0.15	0.68	0.68	0.11	1.00
Sat Flow, veh/h	1781	1585	3418	274	1781	3647
Grp Volume(v), veh/h	42	215	298	306	220	572
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1821	1781	1777
Q Serve(g_s), s	2.9	18.6	9.1	9.1	5.4	0.0
Cycle Q Clear(g_c), s	2.9	18.6	9.1	9.1	5.4	0.0
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	271	241	1204	1234	651	2708
V/C Ratio(X)	0.15	0.89	0.25	0.25	0.34	0.21
Avail Cap(c_a), veh/h	433	385	1204	1234	755	2708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.96	0.96
Uniform Delay (d), s/veh	51.5	58.2	8.7	8.7	5.4	0.0
Incr Delay (d2), s/veh	0.3	14.6	0.5	0.5	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	13.2	6.5	6.7	3.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.8	72.8	9.2	9.2	5.7	0.2
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	257		604			792
Approach Delay, s/veh	69.3		9.2			1.7
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.8	100.9			112.7	27.3
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+I1), s	7.4	11.1			2.0	20.6
Green Ext Time (p_c), s	0.4	4.2			4.5	0.7
Intersection Summary						
HCM 6th Ctrl Delay			15.0			
HCM 6th LOS			B			

# Timings 5: Abilene Street & Northwest Mall Entrance

2025 Background AM

10/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	9	16	316	33	337
Future Volume (vph)	9	16	316	33	337
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140

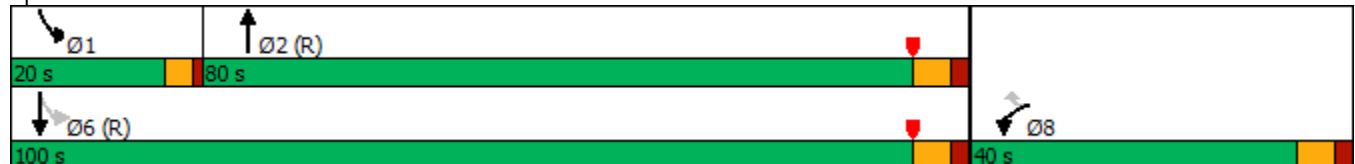
Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



# HCM 6th Signalized Intersection Summary

## 5: Abilene Street & Northwest Mall Entrance

2025 Background AM

10/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	16	316	6	33	337
Future Volume (veh/h)	9	16	316	6	33	337
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	10	17	343	7	36	366
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	41	37	2976	61	943	3167
Arrive On Green	0.02	0.02	0.84	0.84	0.05	1.00
Sat Flow, veh/h	1781	1585	3655	73	1781	3647
Grp Volume(v), veh/h	10	17	171	179	36	366
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1857	1781	1777
Q Serve(g_s), s	0.8	1.5	2.4	2.5	0.4	0.0
Cycle Q Clear(g_c), s	0.8	1.5	2.4	2.5	0.4	0.0
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	41	37	1485	1552	943	3167
V/C Ratio(X)	0.24	0.46	0.12	0.12	0.04	0.12
Avail Cap(c_a), veh/h	433	385	1485	1552	1098	3167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.99
Uniform Delay (d), s/veh	67.2	67.5	2.1	2.1	1.1	0.0
Incr Delay (d2), s/veh	3.0	8.8	0.2	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	1.2	1.3	1.4	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.1	76.3	2.3	2.2	1.1	0.1
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	27		350			402
Approach Delay, s/veh	74.0		2.2			0.2
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	123.0			130.7	9.3
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+I1), s	2.4	4.5			2.0	3.5
Green Ext Time (p_c), s	0.0	2.2			2.7	0.0
Intersection Summary						
HCM 6th Ctrl Delay			3.7			
HCM 6th LOS			A			

# Timings 5: Abilene Street & Northwest Mall Entrance

2025 Background PM

10/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	40	206	558	211	571
Future Volume (vph)	40	206	558	211	571
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140

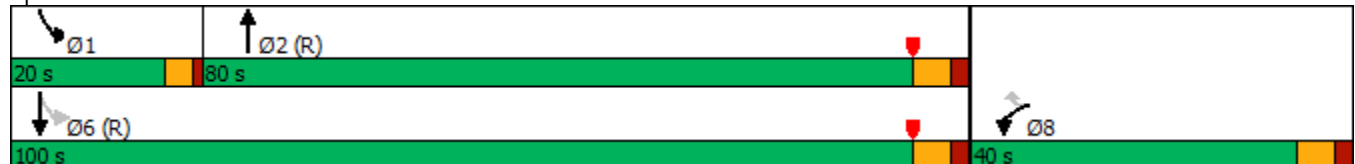
Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance





# HCM 6th Signalized Intersection Summary 5: Abilene Street & Northwest Mall Entrance

2025 Background PM

10/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	206	558	44	211	571
Future Volume (veh/h)	40	206	558	44	211	571
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	42	215	581	46	220	595
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	271	241	2260	179	638	2708
Arrive On Green	0.15	0.15	0.68	0.68	0.11	1.00
Sat Flow, veh/h	1781	1585	3430	264	1781	3647
Grp Volume(v), veh/h	42	215	309	318	220	595
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1823	1781	1777
Q Serve(g_s), s	2.9	18.6	9.5	9.5	5.4	0.0
Cycle Q Clear(g_c), s	2.9	18.6	9.5	9.5	5.4	0.0
Prop In Lane	1.00	1.00		0.14	1.00	
Lane Grp Cap(c), veh/h	271	241	1204	1235	638	2708
V/C Ratio(X)	0.15	0.89	0.26	0.26	0.34	0.22
Avail Cap(c_a), veh/h	433	385	1204	1235	742	2708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.96	0.96
Uniform Delay (d), s/veh	51.5	58.2	8.8	8.8	5.4	0.0
Incr Delay (d2), s/veh	0.3	14.6	0.5	0.5	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	13.2	6.8	7.0	3.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.8	72.8	9.3	9.3	5.7	0.2
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	257		627			815
Approach Delay, s/veh	69.3		9.3			1.7
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.8	100.9			112.7	27.3
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+I1), s	7.4	11.5			2.0	20.6
Green Ext Time (p_c), s	0.4	4.4			4.8	0.7
Intersection Summary						
HCM 6th Ctrl Delay			14.7			
HCM 6th LOS			B			

# Timings 5: Abilene Street & Northwest Mall Entrance

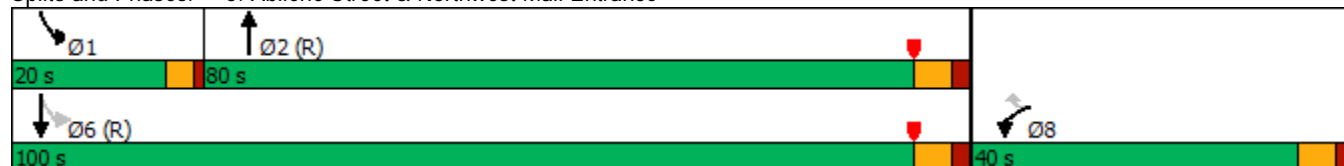
2025 Total AM  
12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	11	33	318	47	338
Future Volume (vph)	11	33	318	47	338
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140  
Actuated Cycle Length: 140  
Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
Natural Cycle: 60  
Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2025 Total AM  
12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	33	318	8	47	338
Future Volume (veh/h)	11	33	318	8	47	338
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	12	36	346	9	51	367
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	57	50	2913	76	931	3136
Arrive On Green	0.03	0.03	0.82	0.82	0.06	1.00
Sat Flow, veh/h	1781	1585	3632	92	1781	3647
Grp Volume(v), veh/h	12	36	173	182	51	367
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1854	1781	1777
Q Serve(g_s), s	0.9	3.2	2.7	2.7	0.5	0.0
Cycle Q Clear(g_c), s	0.9	3.2	2.7	2.7	0.5	0.0
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	57	50	1463	1526	931	3136
V/C Ratio(X)	0.21	0.72	0.12	0.12	0.05	0.12
Avail Cap(c_a), veh/h	433	385	1463	1526	1080	3136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.99
Uniform Delay (d), s/veh	66.1	67.2	2.4	2.4	1.3	0.0
Incr Delay (d2), s/veh	1.8	17.1	0.2	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	2.7	1.5	1.6	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.9	84.3	2.6	2.6	1.3	0.1
LnGrp LOS	E	F	A	A	A	A
Approach Vol, veh/h	48		355			418
Approach Delay, s/veh	80.2		2.6			0.2
Approach LOS	F		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.3	121.2			129.6	10.4
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+I1), s	2.5	4.7			2.0	5.2
Green Ext Time (p_c), s	0.1	2.3			2.7	0.1
Intersection Summary						
HCM 6th Ctrl Delay			5.9			
HCM 6th LOS			A			

# Timings 5: Abilene Street & Northwest Mall Entrance

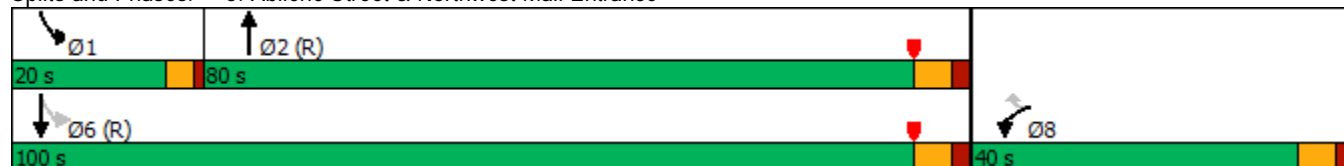
2025 Total PM  
12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	42	219	559	229	573
Future Volume (vph)	42	219	559	229	573
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140  
Actuated Cycle Length: 140  
Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
Natural Cycle: 60  
Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2025 Total PM  
12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	42	219	559	46	229	573
Future Volume (veh/h)	42	219	559	46	229	573
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	44	228	582	48	239	597
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	286	254	2206	182	633	2679
Arrive On Green	0.16	0.16	0.66	0.66	0.12	1.00
Sat Flow, veh/h	1781	1585	3418	274	1781	3647
Grp Volume(v), veh/h	44	228	311	319	239	597
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1821	1781	1777
Q Serve(g_s), s	3.0	19.8	10.0	10.0	6.2	0.0
Cycle Q Clear(g_c), s	3.0	19.8	10.0	10.0	6.2	0.0
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	286	254	1179	1208	633	2679
V/C Ratio(X)	0.15	0.90	0.26	0.26	0.38	0.22
Avail Cap(c_a), veh/h	433	385	1179	1208	726	2679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.92
Uniform Delay (d), s/veh	50.6	57.6	9.6	9.6	5.9	0.0
Incr Delay (d2), s/veh	0.2	16.5	0.5	0.5	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	14.0	7.2	7.4	3.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.9	74.1	10.1	10.1	6.2	0.2
LnGrp LOS	D	E	B	B	A	A
Approach Vol, veh/h	272		630			836
Approach Delay, s/veh	70.3		10.1			1.9
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.7	98.9			111.6	28.4
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+l1), s	8.2	12.0			2.0	21.8
Green Ext Time (p_c), s	0.4	4.5			4.8	0.7
Intersection Summary						
HCM 6th Ctrl Delay			15.6			
HCM 6th LOS			B			

# Timings 5: Abilene Street & Northwest Mall Entrance

2025 Total AM-Improved

12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	11	33	318	47	338
Future Volume (vph)	11	33	318	47	338
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	30.0	30.0	44.0	16.0	60.0
Total Split (%)	33.3%	33.3%	48.9%	17.8%	66.7%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2025 Total AM-Improved  
12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	33	318	8	47	338
Future Volume (veh/h)	11	33	318	8	47	338
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	12	25	346	9	51	367
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	60	53	2649	69	892	2961
Arrive On Green	0.03	0.03	0.75	0.75	0.04	0.83
Sat Flow, veh/h	1781	1585	3632	92	1781	3647
Grp Volume(v), veh/h	12	25	173	182	51	367
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1854	1781	1777
Q Serve(g_s), s	0.6	1.4	2.4	2.5	0.5	1.7
Cycle Q Clear(g_c), s	0.6	1.4	2.4	2.5	0.5	1.7
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	60	53	1330	1388	892	2961
V/C Ratio(X)	0.20	0.47	0.13	0.13	0.06	0.12
Avail Cap(c_a), veh/h	475	423	1330	1388	1058	2961
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	0.99	0.99
Uniform Delay (d), s/veh	42.3	42.7	3.2	3.2	1.8	1.4
Incr Delay (d2), s/veh	1.6	6.3	0.2	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	1.1	1.3	1.4	0.2	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.9	49.0	3.4	3.3	1.8	1.5
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	37		355			418
Approach Delay, s/veh	47.4		3.3			1.5
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.6	73.4			81.0	9.0
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	12.0	38.0			54.0	24.0
Max Q Clear Time (g_c+I1), s	2.5	4.5			3.7	3.4
Green Ext Time (p_c), s	0.1	2.2			2.7	0.1
Intersection Summary						
HCM 6th Ctrl Delay			4.4			
HCM 6th LOS			A			

# Timings 5: Abilene Street & Northwest Mall Entrance

2025 Total PM-Improved

12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	42	219	559	229	573
Future Volume (vph)	42	219	559	229	573
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	30.0	30.0	36.0	24.0	60.0
Total Split (%)	33.3%	33.3%	40.0%	26.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 90

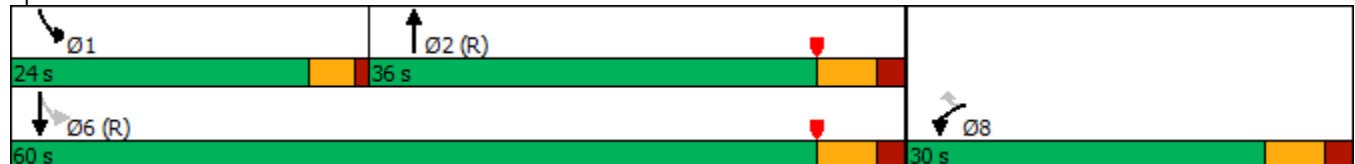
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance





HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2025 Total PM-Improved  
12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	42	219	559	46	229	573
Future Volume (veh/h)	42	219	559	46	229	573
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	44	166	582	48	239	597
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	230	205	2063	170	639	2621
Arrive On Green	0.13	0.13	0.62	0.62	0.07	0.74
Sat Flow, veh/h	1781	1585	3418	274	1781	3647
Grp Volume(v), veh/h	44	166	311	319	239	597
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1821	1781	1777
Q Serve(g_s), s	2.0	9.2	7.2	7.3	4.0	4.8
Cycle Q Clear(g_c), s	2.0	9.2	7.2	7.3	4.0	4.8
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	230	205	1103	1130	639	2621
V/C Ratio(X)	0.19	0.81	0.28	0.28	0.37	0.23
Avail Cap(c_a), veh/h	475	423	1103	1130	906	2621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	35.0	38.1	7.8	7.9	4.9	3.7
Incr Delay (d2), s/veh	0.4	7.5	0.6	0.6	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	7.1	4.8	5.0	2.2	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.4	45.6	8.5	8.5	5.2	3.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	210		630			836
Approach Delay, s/veh	43.5		8.5			4.3
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.5	61.9			72.4	17.6
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	20.0	30.0			54.0	24.0
Max Q Clear Time (g_c+l1), s	6.0	9.3			6.8	11.2
Green Ext Time (p_c), s	0.6	3.9			4.7	0.5
Intersection Summary						
HCM 6th Ctrl Delay			10.8			
HCM 6th LOS			B			

# Timings 5: Abilene Street & Northwest Mall Entrance

2027 Background AM

10/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	9	16	329	33	351
Future Volume (vph)	9	16	329	33	351
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



# HCM 6th Signalized Intersection Summary

## 5: Abilene Street & Northwest Mall Entrance

2027 Background AM

10/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	16	329	6	33	351
Future Volume (veh/h)	9	16	329	6	33	351
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	10	17	358	7	36	382
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	41	37	2979	58	930	3167
Arrive On Green	0.02	0.02	0.84	0.84	0.05	1.00
Sat Flow, veh/h	1781	1585	3659	70	1781	3647
Grp Volume(v), veh/h	10	17	178	187	36	382
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1858	1781	1777
Q Serve(g_s), s	0.8	1.5	2.6	2.6	0.4	0.0
Cycle Q Clear(g_c), s	0.8	1.5	2.6	2.6	0.4	0.0
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	41	37	1485	1552	930	3167
V/C Ratio(X)	0.24	0.46	0.12	0.12	0.04	0.12
Avail Cap(c_a), veh/h	433	385	1485	1552	1086	3167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.99	0.99
Uniform Delay (d), s/veh	67.2	67.5	2.1	2.1	1.1	0.0
Incr Delay (d2), s/veh	3.0	8.8	0.2	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	1.2	1.4	1.4	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.1	76.3	2.3	2.3	1.1	0.1
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	27		365			418
Approach Delay, s/veh	74.0		2.3			0.2
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	123.0			130.7	9.3
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+l1), s	2.4	4.6			2.0	3.5
Green Ext Time (p_c), s	0.0	2.4			2.9	0.0
Intersection Summary						
HCM 6th Ctrl Delay			3.6			
HCM 6th LOS			A			

# Timings 5: Abilene Street & Northwest Mall Entrance

2027 Background PM

10/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	40	206	580	211	594
Future Volume (vph)	40	206	580	211	594
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140

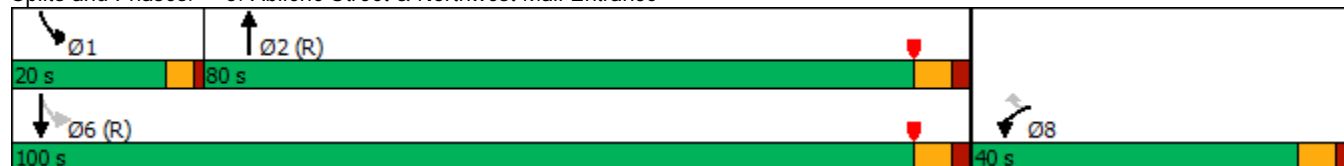
Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



# HCM 6th Signalized Intersection Summary

## 5: Abilene Street & Northwest Mall Entrance

2027 Background PM

10/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	206	580	44	211	594
Future Volume (veh/h)	40	206	580	44	211	594
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	42	215	604	46	220	619
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	271	241	2268	172	625	2708
Arrive On Green	0.15	0.15	0.68	0.68	0.11	1.00
Sat Flow, veh/h	1781	1585	3440	255	1781	3647
Grp Volume(v), veh/h	42	215	320	330	220	619
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1825	1781	1777
Q Serve(g_s), s	2.9	18.6	9.9	10.0	5.4	0.0
Cycle Q Clear(g_c), s	2.9	18.6	9.9	10.0	5.4	0.0
Prop In Lane	1.00	1.00		0.14	1.00	
Lane Grp Cap(c), veh/h	271	241	1204	1236	625	2708
V/C Ratio(X)	0.15	0.89	0.27	0.27	0.35	0.23
Avail Cap(c_a), veh/h	433	385	1204	1236	729	2708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.95	0.95
Uniform Delay (d), s/veh	51.5	58.2	8.9	8.9	5.5	0.0
Incr Delay (d2), s/veh	0.3	14.6	0.5	0.5	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	13.2	7.1	7.3	3.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.8	72.8	9.4	9.4	5.8	0.2
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	257		650			839
Approach Delay, s/veh	69.3		9.4			1.7
Approach LOS	E		A			A
Timer - Assigned Phs						
	1	2			6	8
Phs Duration (G+Y+Rc), s	11.8	100.9			112.7	27.3
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+l1), s	7.4	12.0			2.0	20.6
Green Ext Time (p_c), s	0.4	4.6			5.0	0.7
Intersection Summary						
HCM 6th Ctrl Delay			14.5			
HCM 6th LOS			B			

# Timings 5: Abilene Street & Northwest Mall Entrance

2027 Total AM  
12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	14	51	332	70	354
Future Volume (vph)	14	51	332	70	354
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140  
Actuated Cycle Length: 140  
Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
Natural Cycle: 60  
Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2027 Total AM

12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	51	332	11	70	354
Future Volume (veh/h)	14	51	332	11	70	354
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	15	55	361	12	76	385
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	83	74	2827	94	902	3084
Arrive On Green	0.05	0.05	0.81	0.81	0.07	1.00
Sat Flow, veh/h	1781	1585	3603	116	1781	3647
Grp Volume(v), veh/h	15	55	182	191	76	385
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1849	1781	1777
Q Serve(g_s), s	1.1	4.8	3.1	3.1	0.9	0.0
Cycle Q Clear(g_c), s	1.1	4.8	3.1	3.1	0.9	0.0
Prop In Lane	1.00	1.00		0.06	1.00	
Lane Grp Cap(c), veh/h	83	74	1431	1489	902	3084
V/C Ratio(X)	0.18	0.75	0.13	0.13	0.08	0.12
Avail Cap(c_a), veh/h	433	385	1431	1489	1045	3084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.98	0.98
Uniform Delay (d), s/veh	64.2	65.9	3.0	3.0	1.6	0.0
Incr Delay (d2), s/veh	1.0	13.8	0.2	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	4.0	1.8	1.9	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.2	79.7	3.1	3.1	1.7	0.1
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	70		373			461
Approach Delay, s/veh	76.6		3.1			0.3
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	118.7			127.5	12.5
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+I1), s	2.9	5.1			2.0	6.8
Green Ext Time (p_c), s	0.1	2.4			2.9	0.2
Intersection Summary						
HCM 6th Ctrl Delay			7.4			
HCM 6th LOS			A			

# Timings 5: Abilene Street & Northwest Mall Entrance

2027 Total PM  
12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	43	231	582	251	598
Future Volume (vph)	43	231	582	251	598
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140  
Actuated Cycle Length: 140  
Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
Natural Cycle: 60  
Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance





HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2027 Total PM  
12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	43	231	582	49	251	598
Future Volume (veh/h)	43	231	582	49	251	598
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	45	241	606	51	261	623
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	300	267	2152	181	617	2651
Arrive On Green	0.17	0.17	0.65	0.65	0.14	1.00
Sat Flow, veh/h	1781	1585	3412	279	1781	3647
Grp Volume(v), veh/h	45	241	324	333	261	623
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1820	1781	1777
Q Serve(g_s), s	3.0	20.9	11.0	11.0	7.2	0.0
Cycle Q Clear(g_c), s	3.0	20.9	11.0	11.0	7.2	0.0
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	300	267	1152	1180	617	2651
V/C Ratio(X)	0.15	0.90	0.28	0.28	0.42	0.24
Avail Cap(c_a), veh/h	433	385	1152	1180	697	2651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.89	0.89
Uniform Delay (d), s/veh	49.7	57.1	10.6	10.6	6.4	0.0
Incr Delay (d2), s/veh	0.2	18.3	0.6	0.6	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	14.8	7.9	8.1	3.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.9	75.3	11.2	11.2	6.8	0.2
LnGrp LOS	D	E	B	B	A	A
Approach Vol, veh/h	286		657			884
Approach Delay, s/veh	71.3		11.2			2.1
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.6	96.8			110.4	29.6
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+l1), s	9.2	13.0			2.0	22.9
Green Ext Time (p_c), s	0.4	4.7			5.0	0.7
Intersection Summary						
HCM 6th Ctrl Delay			16.2			
HCM 6th LOS			B			

# Timings 5: Abilene Street & Northwest Mall Entrance

2027 Total AM-Improved

12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	14	51	332	70	354
Future Volume (vph)	14	51	332	70	354
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	31.0	31.0	41.0	18.0	59.0
Total Split (%)	34.4%	34.4%	45.6%	20.0%	65.6%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 90

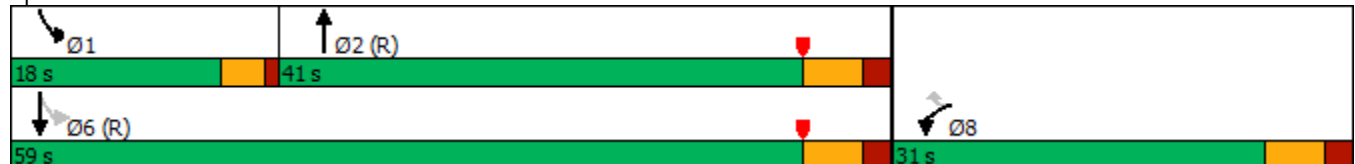
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2027 Total AM-Improved

12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	51	332	11	70	354
Future Volume (veh/h)	14	51	332	11	70	354
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	15	44	361	12	76	385
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	76	68	2570	85	872	2928
Arrive On Green	0.04	0.04	0.73	0.73	0.05	0.82
Sat Flow, veh/h	1781	1585	3603	116	1781	3647
Grp Volume(v), veh/h	15	44	182	191	76	385
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1849	1781	1777
Q Serve(g_s), s	0.7	2.5	2.8	2.8	0.8	1.9
Cycle Q Clear(g_c), s	0.7	2.5	2.8	2.8	0.8	1.9
Prop In Lane	1.00	1.00		0.06	1.00	
Lane Grp Cap(c), veh/h	76	68	1301	1354	872	2928
V/C Ratio(X)	0.20	0.65	0.14	0.14	0.09	0.13
Avail Cap(c_a), veh/h	495	440	1301	1354	1065	2928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.98	0.98
Uniform Delay (d), s/veh	41.6	42.4	3.6	3.6	2.0	1.6
Incr Delay (d2), s/veh	1.2	9.9	0.2	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	2.0	1.5	1.6	0.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.8	52.3	3.8	3.8	2.0	1.7
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	59		373			461
Approach Delay, s/veh	49.9		3.8			1.7
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.3	71.9			80.1	9.9
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	14.0	35.0			53.0	25.0
Max Q Clear Time (g_c+l1), s	2.8	4.8			3.9	4.5
Green Ext Time (p_c), s	0.1	2.3			2.8	0.1
Intersection Summary						
HCM 6th Ctrl Delay			5.8			
HCM 6th LOS			A			

Timings  
5: Abilene Street & Northwest Mall Entrance

2027 Total PM-Improved

12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	43	231	582	251	598
Future Volume (vph)	43	231	582	251	598
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	28.0	28.0	38.0	24.0	62.0
Total Split (%)	31.1%	31.1%	42.2%	26.7%	68.9%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2027 Total PM-Improved  
12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	43	231	582	49	251	598
Future Volume (veh/h)	43	231	582	49	251	598
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	45	179	606	51	261	623
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	244	217	2011	169	623	2593
Arrive On Green	0.14	0.14	0.61	0.61	0.08	0.73
Sat Flow, veh/h	1781	1585	3412	279	1781	3647
Grp Volume(v), veh/h	45	179	324	333	261	623
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1820	1781	1777
Q Serve(g_s), s	2.0	9.9	7.9	7.9	4.5	5.2
Cycle Q Clear(g_c), s	2.0	9.9	7.9	7.9	4.5	5.2
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	244	217	1077	1103	623	2593
V/C Ratio(X)	0.18	0.82	0.30	0.30	0.42	0.24
Avail Cap(c_a), veh/h	435	387	1077	1103	878	2593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.91	0.91
Uniform Delay (d), s/veh	34.4	37.8	8.5	8.6	5.3	4.0
Incr Delay (d2), s/veh	0.4	7.7	0.7	0.7	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	7.6	5.3	5.5	2.5	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.7	45.5	9.3	9.3	5.7	4.2
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	224		657			884
Approach Delay, s/veh	43.3		9.3			4.6
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.1	60.5			71.7	18.3
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	20.0	32.0			56.0	22.0
Max Q Clear Time (g_c+l1), s	6.5	9.9			7.2	11.9
Green Ext Time (p_c), s	0.6	4.1			5.0	0.5
Intersection Summary						
HCM 6th Ctrl Delay			11.3			
HCM 6th LOS			B			

# Timings 5: Abilene Street & Northwest Mall Entrance

2040 Background AM

10/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	9	16	426	33	454
Future Volume (vph)	9	16	426	33	454
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140

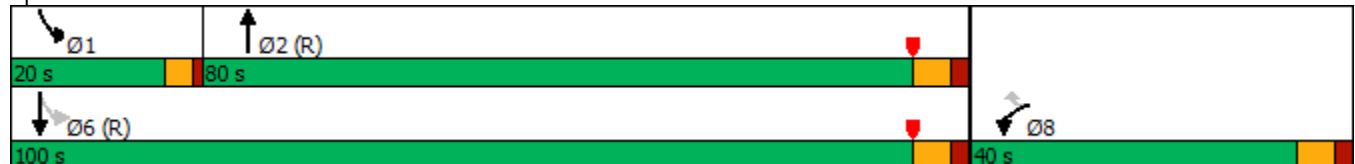
Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



# HCM 6th Signalized Intersection Summary

## 5: Abilene Street & Northwest Mall Entrance

2040 Background AM

10/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	16	426	6	33	454
Future Volume (veh/h)	9	16	426	6	33	454
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	10	17	463	7	36	493
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	41	37	2994	45	848	3167
Arrive On Green	0.02	0.02	0.84	0.84	0.05	1.00
Sat Flow, veh/h	1781	1585	3677	54	1781	3647
Grp Volume(v), veh/h	10	17	229	241	36	493
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1861	1781	1777
Q Serve(g_s), s	0.8	1.5	3.4	3.4	0.4	0.0
Cycle Q Clear(g_c), s	0.8	1.5	3.4	3.4	0.4	0.0
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	41	37	1485	1555	848	3167
V/C Ratio(X)	0.24	0.46	0.15	0.15	0.04	0.16
Avail Cap(c_a), veh/h	433	385	1485	1555	1004	3167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.98	0.98
Uniform Delay (d), s/veh	67.2	67.5	2.2	2.2	1.2	0.0
Incr Delay (d2), s/veh	3.0	8.8	0.2	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	1.2	1.8	1.9	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.1	76.3	2.4	2.4	1.2	0.1
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	27		470			529
Approach Delay, s/veh	74.0		2.4			0.2
Approach LOS	E		A			A
Timer - Assigned Phs						
	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	123.0			130.7	9.3
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+l1), s	2.4	5.4			2.0	3.5
Green Ext Time (p_c), s	0.0	3.1			3.8	0.0
Intersection Summary						
HCM 6th Ctrl Delay			3.1			
HCM 6th LOS			A			

# Timings 5: Abilene Street & Northwest Mall Entrance

2040 Background PM

10/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	40	206	751	211	769
Future Volume (vph)	40	206	751	211	769
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140

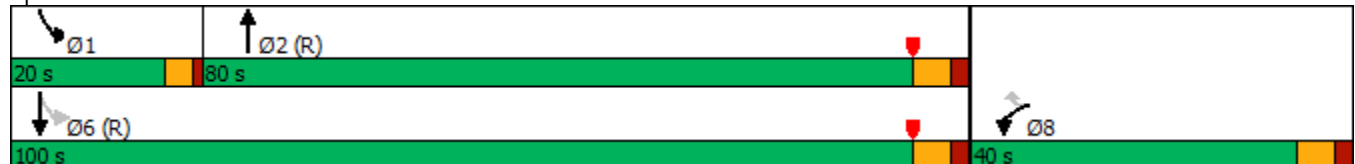
Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance





HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2040 Background PM

10/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	206	751	44	211	769
Future Volume (veh/h)	40	206	751	44	211	769
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	42	215	782	46	220	801
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	271	241	2311	136	536	2708
Arrive On Green	0.15	0.15	0.68	0.68	0.11	1.00
Sat Flow, veh/h	1781	1585	3504	201	1781	3647
Grp Volume(v), veh/h	42	215	407	421	220	801
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1834	1781	1777
Q Serve(g_s), s	2.9	18.6	13.4	13.4	5.4	0.0
Cycle Q Clear(g_c), s	2.9	18.6	13.4	13.4	5.4	0.0
Prop In Lane	1.00	1.00		0.11	1.00	
Lane Grp Cap(c), veh/h	271	241	1204	1243	536	2708
V/C Ratio(X)	0.15	0.89	0.34	0.34	0.41	0.30
Avail Cap(c_a), veh/h	433	385	1204	1243	640	2708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.89	0.89
Uniform Delay (d), s/veh	51.5	58.2	9.4	9.4	6.0	0.0
Incr Delay (d2), s/veh	0.3	14.6	0.8	0.7	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	13.2	9.2	9.4	3.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.8	72.8	10.2	10.2	6.4	0.2
LnGrp LOS	D	E	B	B	A	A
Approach Vol, veh/h	257		828			1021
Approach Delay, s/veh	69.3		10.2			1.6
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.8	100.9			112.7	27.3
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+l1), s	7.4	15.4			2.0	20.6
Green Ext Time (p_c), s	0.4	6.4			7.0	0.7
Intersection Summary						
HCM 6th Ctrl Delay			13.2			
HCM 6th LOS			B			

# Timings 5: Abilene Street & Northwest Mall Entrance

2040 Total AM

12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	14	51	429	70	457
Future Volume (vph)	14	51	429	70	457
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140

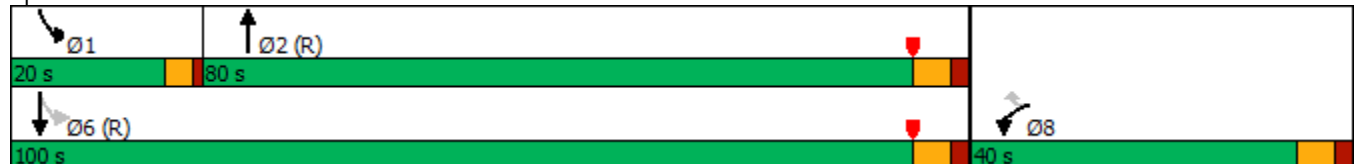
Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2040 Total AM  
12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	51	429	11	70	457
Future Volume (veh/h)	14	51	429	11	70	457
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	15	55	466	12	76	497
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	83	74	2851	73	823	3084
Arrive On Green	0.05	0.05	0.81	0.81	0.07	1.00
Sat Flow, veh/h	1781	1585	3633	91	1781	3647
Grp Volume(v), veh/h	15	55	234	244	76	497
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1854	1781	1777
Q Serve(g_s), s	1.1	4.8	4.1	4.1	0.9	0.0
Cycle Q Clear(g_c), s	1.1	4.8	4.1	4.1	0.9	0.0
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	83	74	1431	1493	823	3084
V/C Ratio(X)	0.18	0.75	0.16	0.16	0.09	0.16
Avail Cap(c_a), veh/h	433	385	1431	1493	966	3084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.95	0.95
Uniform Delay (d), s/veh	64.2	65.9	3.1	3.1	1.7	0.0
Incr Delay (d2), s/veh	1.0	13.8	0.2	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	4.0	2.4	2.5	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.2	79.7	3.3	3.3	1.7	0.1
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	70		478			573
Approach Delay, s/veh	76.6		3.3			0.3
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	118.7			127.5	12.5
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+I1), s	2.9	6.1			2.0	6.8
Green Ext Time (p_c), s	0.1	3.2			3.8	0.2
Intersection Summary						
HCM 6th Ctrl Delay			6.4			
HCM 6th LOS			A			

# Timings 5: Abilene Street & Northwest Mall Entrance

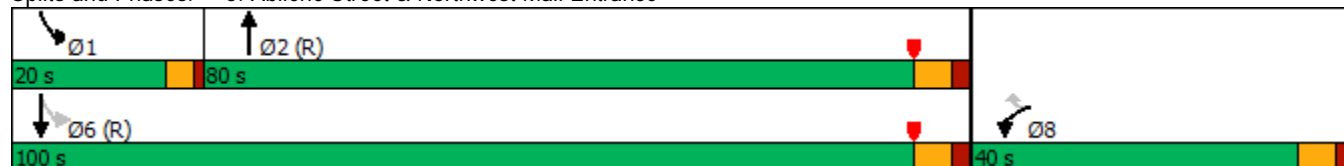
2040 Total PM  
12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	43	231	753	251	773
Future Volume (vph)	43	231	753	251	773
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	40.0	40.0	80.0	20.0	100.0
Total Split (%)	28.6%	28.6%	57.1%	14.3%	71.4%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 140  
Actuated Cycle Length: 140  
Offset: 114 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
Natural Cycle: 60  
Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2040 Total PM  
12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	43	231	753	49	251	773
Future Volume (veh/h)	43	231	753	49	251	773
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	45	241	784	51	261	805
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	300	267	2196	143	531	2651
Arrive On Green	0.17	0.17	0.65	0.65	0.14	1.00
Sat Flow, veh/h	1781	1585	3481	220	1781	3647
Grp Volume(v), veh/h	45	241	411	424	261	805
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1831	1781	1777
Q Serve(g_s), s	3.0	20.9	14.8	14.8	7.2	0.0
Cycle Q Clear(g_c), s	3.0	20.9	14.8	14.8	7.2	0.0
Prop In Lane	1.00	1.00		0.12	1.00	
Lane Grp Cap(c), veh/h	300	267	1152	1187	531	2651
V/C Ratio(X)	0.15	0.90	0.36	0.36	0.49	0.30
Avail Cap(c_a), veh/h	433	385	1152	1187	612	2651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.74	0.74
Uniform Delay (d), s/veh	49.7	57.1	11.3	11.3	7.0	0.0
Incr Delay (d2), s/veh	0.2	18.3	0.9	0.8	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	14.8	10.1	10.3	3.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.9	75.3	12.1	12.1	7.6	0.2
LnGrp LOS	D	E	B	B	A	A
Approach Vol, veh/h	286		835			1066
Approach Delay, s/veh	71.3		12.1			2.0
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.6	96.8			110.4	29.6
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	16.0	74.0			94.0	34.0
Max Q Clear Time (g_c+I1), s	9.2	16.8			2.0	22.9
Green Ext Time (p_c), s	0.4	6.4			7.0	0.7
Intersection Summary						
HCM 6th Ctrl Delay			14.9			
HCM 6th LOS			B			

# Timings 5: Abilene Street & Northwest Mall Entrance

2040 Total AM-Improved

12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	14	51	429	70	457
Future Volume (vph)	14	51	429	70	457
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	30.0	30.0	44.0	16.0	60.0
Total Split (%)	33.3%	33.3%	48.9%	17.8%	66.7%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance



HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2040 Total AM-Improved  
12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	51	429	11	70	457
Future Volume (veh/h)	14	51	429	11	70	457
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	15	44	466	12	76	497
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	76	68	2592	67	798	2928
Arrive On Green	0.04	0.04	0.73	0.73	0.05	0.82
Sat Flow, veh/h	1781	1585	3633	91	1781	3647
Grp Volume(v), veh/h	15	44	234	244	76	497
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1854	1781	1777
Q Serve(g_s), s	0.7	2.5	3.7	3.7	0.8	2.6
Cycle Q Clear(g_c), s	0.7	2.5	3.7	3.7	0.8	2.6
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	76	68	1301	1357	798	2928
V/C Ratio(X)	0.20	0.65	0.18	0.18	0.10	0.17
Avail Cap(c_a), veh/h	475	423	1301	1357	951	2928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.95	0.95
Uniform Delay (d), s/veh	41.6	42.4	3.7	3.7	2.0	1.6
Incr Delay (d2), s/veh	1.2	9.9	0.3	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	2.0	2.0	2.1	0.3	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.8	52.3	4.0	4.0	2.1	1.7
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	59		478			573
Approach Delay, s/veh	49.9		4.0			1.8
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.3	71.9			80.1	9.9
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	12.0	38.0			54.0	24.0
Max Q Clear Time (g_c+l1), s	2.8	5.7			4.6	4.5
Green Ext Time (p_c), s	0.1	3.1			3.8	0.1
Intersection Summary						
HCM 6th Ctrl Delay			5.3			
HCM 6th LOS			A			

Timings  
5: Abilene Street & Northwest Mall Entrance

2040 Total PM-Improved

12/12/2023

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	43	231	753	251	773
Future Volume (vph)	43	231	753	251	773
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	9.5	24.0
Total Split (s)	26.0	26.0	41.0	23.0	64.0
Total Split (%)	28.9%	28.9%	45.6%	25.6%	71.1%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 90

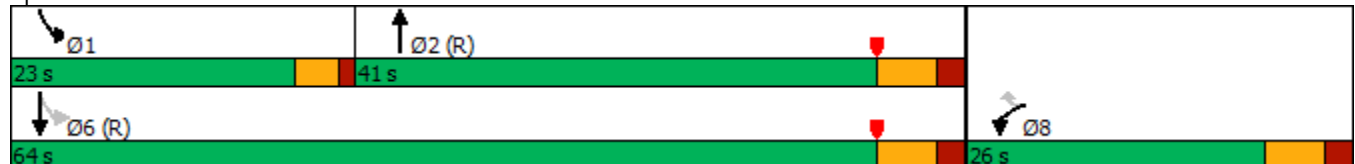
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 5: Abilene Street & Northwest Mall Entrance





HCM 6th Signalized Intersection Summary  
5: Abilene Street & Northwest Mall Entrance

2040 Total PM-Improved  
12/12/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	43	231	753	49	251	773
Future Volume (veh/h)	43	231	753	49	251	773
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	45	179	784	51	261	805
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	216	2056	134	542	2595
Arrive On Green	0.14	0.14	0.61	0.61	0.08	0.73
Sat Flow, veh/h	1781	1585	3481	220	1781	3647
Grp Volume(v), veh/h	45	179	411	424	261	805
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1831	1781	1777
Q Serve(g_s), s	2.0	9.9	10.7	10.7	4.5	7.1
Cycle Q Clear(g_c), s	2.0	9.9	10.7	10.7	4.5	7.1
Prop In Lane	1.00	1.00		0.12	1.00	
Lane Grp Cap(c), veh/h	243	216	1078	1111	542	2595
V/C Ratio(X)	0.19	0.83	0.38	0.38	0.48	0.31
Avail Cap(c_a), veh/h	396	352	1078	1111	777	2595
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	0.78	0.78
Uniform Delay (d), s/veh	34.4	37.8	9.0	9.0	6.0	4.2
Incr Delay (d2), s/veh	0.4	8.3	1.0	1.0	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	7.7	7.2	7.4	2.5	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.8	46.1	10.1	10.0	6.5	4.5
LnGrp LOS	C	D	B	B	A	A
Approach Vol, veh/h	224		835			1066
Approach Delay, s/veh	43.9		10.1			5.0
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.1	60.6			71.7	18.3
Change Period (Y+Rc), s	4.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	19.0	35.0			58.0	20.0
Max Q Clear Time (g_c+I1), s	6.5	12.7			9.1	11.9
Green Ext Time (p_c), s	0.6	5.6			6.9	0.4
Intersection Summary						
HCM 6th Ctrl Delay			11.1			
HCM 6th LOS			B			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2023 Existing AM

10/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	25	12	3	10	10
Future Volume (Veh/h)	13	25	12	3	10	10
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	18	34	16	4	14	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		57	36	70	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		57	36	70	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	99		98	100	98	99
cM capacity (veh/h)	1623		908	847	811	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	18	34	16	4	28	
Volume Left	18	0	16	0	0	
Volume Right	0	34	0	0	14	
cSH	1623	1700	908	847	928	
Volume to Capacity	0.01	0.02	0.02	0.00	0.03	
Queue Length 95th (ft)	1	0	1	0	2	
Control Delay (s)	7.2	0.0	9.0	9.3	9.0	
Lane LOS	A		A	A	A	
Approach Delay (s)	2.5		9.1		9.0	
Approach LOS			A		A	
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			17.3%		ICU Level of Service	
Analysis Period (min)			15			
A						

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2023 Existing PM

10/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	137	140	21	39	104
Future Volume (Veh/h)	105	137	140	21	39	104
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	119	156	159	24	44	118
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		378	238	394	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		378	238	394	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	93		65	96	91	89
cM capacity (veh/h)	1623		455	614	503	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	119	156	159	24	162	
Volume Left	119	0	159	0	0	
Volume Right	0	156	0	0	118	
cSH	1623	1700	455	614	825	
Volume to Capacity	0.07	0.09	0.35	0.04	0.20	
Queue Length 95th (ft)	6	0	39	3	18	
Control Delay (s)	7.4	0.0	17.1	11.1	10.4	
Lane LOS	A		C	B	B	
Approach Delay (s)	3.2		16.3		10.4	
Approach LOS			C		B	
Intersection Summary						
Average Delay			9.0			
Intersection Capacity Utilization			32.0%		ICU Level of Service	
Analysis Period (min)			15			
			A			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2025 Background AM

10/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	25	12	3	10	10
Future Volume (Veh/h)	13	25	12	3	10	10
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	18	34	16	4	14	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		57	36	70	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		57	36	70	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	99		98	100	98	99
cM capacity (veh/h)	1623		908	847	811	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	18	34	16	4	28	
Volume Left	18	0	16	0	0	
Volume Right	0	34	0	0	14	
cSH	1623	1700	908	847	928	
Volume to Capacity	0.01	0.02	0.02	0.00	0.03	
Queue Length 95th (ft)	1	0	1	0	2	
Control Delay (s)	7.2	0.0	9.0	9.3	9.0	
Lane LOS	A		A	A	A	
Approach Delay (s)	2.5		9.1		9.0	
Approach LOS			A		A	
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			17.3%		ICU Level of Service	
Analysis Period (min)			15			
A						

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2025 Background PM

10/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	137	140	21	39	104
Future Volume (Veh/h)	105	137	140	21	39	104
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	119	156	159	24	44	118
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		378	238	394	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		378	238	394	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	93		65	96	91	89
cM capacity (veh/h)	1623		455	614	503	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	119	156	159	24	162	
Volume Left	119	0	159	0	0	
Volume Right	0	156	0	0	118	
cSH	1623	1700	455	614	825	
Volume to Capacity	0.07	0.09	0.35	0.04	0.20	
Queue Length 95th (ft)	6	0	39	3	18	
Control Delay (s)	7.4	0.0	17.1	11.1	10.4	
Lane LOS	A		C	B	B	
Approach Delay (s)	3.2		16.3		10.4	
Approach LOS			C		B	
Intersection Summary						
Average Delay			9.0			
Intersection Capacity Utilization			32.0%		ICU Level of Service	
Analysis Period (min)			15		A	

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2025 Total AM

12/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	25	12	6	14	30
Future Volume (Veh/h)	28	25	12	6	14	30
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	38	34	16	8	19	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		126	76	110	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		126	76	110	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	98		98	99	98	96
cM capacity (veh/h)	1623		785	795	762	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	38	34	16	8	60	
Volume Left	38	0	16	0	0	
Volume Right	0	34	0	0	41	
cSH	1623	1700	785	795	957	
Volume to Capacity	0.02	0.02	0.02	0.01	0.06	
Queue Length 95th (ft)	2	0	2	1	5	
Control Delay (s)	7.3	0.0	9.7	9.6	9.0	
Lane LOS	A		A	A	A	
Approach Delay (s)	3.8		9.6		9.0	
Approach LOS			A		A	
Intersection Summary						
Average Delay			6.7			
Intersection Capacity Utilization			17.3%		ICU Level of Service	
Analysis Period (min)			15			
			A			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2025 Total PM

12/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	126	137	140	25	42	118
Future Volume (Veh/h)	126	137	140	25	42	118
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	143	156	159	28	48	134
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		444	286	442	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		444	286	442	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	91		60	95	90	88
cM capacity (veh/h)	1623		395	569	465	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	143	156	159	28	182	
Volume Left	143	0	159	0	0	
Volume Right	0	156	0	0	134	
cSH	1623	1700	395	569	803	
Volume to Capacity	0.09	0.09	0.40	0.05	0.23	
Queue Length 95th (ft)	7	0	47	4	22	
Control Delay (s)	7.4	0.0	20.1	11.7	10.8	
Lane LOS	A		C	B	B	
Approach Delay (s)	3.6		18.9		10.8	
Approach LOS			C		B	
Intersection Summary						
Average Delay			9.8			
Intersection Capacity Utilization			34.2%		ICU Level of Service	
Analysis Period (min)			15			
			A			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2027 Background AM

10/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	25	12	3	10	10
Future Volume (Veh/h)	13	25	12	3	10	10
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	18	34	16	4	14	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		57	36	70	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		57	36	70	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	99		98	100	98	99
cM capacity (veh/h)	1623		908	847	811	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	18	34	16	4	28	
Volume Left	18	0	16	0	0	
Volume Right	0	34	0	0	14	
cSH	1623	1700	908	847	928	
Volume to Capacity	0.01	0.02	0.02	0.00	0.03	
Queue Length 95th (ft)	1	0	1	0	2	
Control Delay (s)	7.2	0.0	9.0	9.3	9.0	
Lane LOS	A		A	A	A	
Approach Delay (s)	2.5		9.1		9.0	
Approach LOS			A		A	
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			17.3%		ICU Level of Service	
Analysis Period (min)			15			
			A			



# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2027 Background PM

10/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	137	140	21	39	104
Future Volume (Veh/h)	105	137	140	21	39	104
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	119	156	159	24	44	118
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		378	238	394	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		378	238	394	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	93		65	96	91	89
cM capacity (veh/h)	1623		455	614	503	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	119	156	159	24	162	
Volume Left	119	0	159	0	0	
Volume Right	0	156	0	0	118	
cSH	1623	1700	455	614	825	
Volume to Capacity	0.07	0.09	0.35	0.04	0.20	
Queue Length 95th (ft)	6	0	39	3	18	
Control Delay (s)	7.4	0.0	17.1	11.1	10.4	
Lane LOS	A		C	B	B	
Approach Delay (s)	3.2		16.3		10.4	
Approach LOS			C		B	
Intersection Summary						
Average Delay			9.0			
Intersection Capacity Utilization			32.0%		ICU Level of Service	
Analysis Period (min)			15		A	

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2027 Total AM

12/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	25	12	11	18	50
Future Volume (Veh/h)	55	25	12	11	18	50
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	74	34	16	15	24	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		228	148	182	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		228	148	182	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	95		98	98	96	94
cM capacity (veh/h)	1623		640	710	680	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	74	34	16	15	92	
Volume Left	74	0	16	0	0	
Volume Right	0	34	0	0	68	
cSH	1623	1700	640	710	939	
Volume to Capacity	0.05	0.02	0.02	0.02	0.10	
Queue Length 95th (ft)	4	0	2	2	8	
Control Delay (s)	7.3	0.0	10.8	10.2	9.3	
Lane LOS	A		B	B	A	
Approach Delay (s)	5.0		10.5		9.3	
Approach LOS			B		A	
Intersection Summary						
Average Delay			7.4			
Intersection Capacity Utilization			17.3%		ICU Level of Service	
Analysis Period (min)			15			
			A			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2027 Total PM

12/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	151	137	140	30	44	132
Future Volume (Veh/h)	151	137	140	30	44	132
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	172	156	159	34	50	150
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		519	344	500	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		519	344	500	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	89		53	93	88	86
cM capacity (veh/h)	1623		337	517	423	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	172	156	159	34	200	
Volume Left	172	0	159	0	0	
Volume Right	0	156	0	0	150	
cSH	1623	1700	337	517	780	
Volume to Capacity	0.11	0.09	0.47	0.07	0.26	
Queue Length 95th (ft)	9	0	60	5	26	
Control Delay (s)	7.5	0.0	24.9	12.4	11.2	
Lane LOS	A		C	B	B	
Approach Delay (s)	3.9		22.7		11.2	
Approach LOS			C		B	
Intersection Summary						
Average Delay			11.0			
Intersection Capacity Utilization			36.6%		ICU Level of Service	
Analysis Period (min)			15		A	

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2040 Background AM

10/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	25	12	3	10	10
Future Volume (Veh/h)	13	25	12	3	10	10
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	18	34	16	4	14	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		57	36	70	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		57	36	70	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	99		98	100	98	99
cM capacity (veh/h)	1623		908	847	811	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	18	34	16	4	28	
Volume Left	18	0	16	0	0	
Volume Right	0	34	0	0	14	
cSH	1623	1700	908	847	928	
Volume to Capacity	0.01	0.02	0.02	0.00	0.03	
Queue Length 95th (ft)	1	0	1	0	2	
Control Delay (s)	7.2	0.0	9.0	9.3	9.0	
Lane LOS	A		A	A	A	
Approach Delay (s)	2.5		9.1		9.0	
Approach LOS			A		A	
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			17.3%		ICU Level of Service	
Analysis Period (min)			15			
			A			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2040 Background PM

10/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	137	140	21	39	104
Future Volume (Veh/h)	105	137	140	21	39	104
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	119	156	159	24	44	118
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		378	238	394	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		378	238	394	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	93		65	96	91	89
cM capacity (veh/h)	1623		455	614	503	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	119	156	159	24	162	
Volume Left	119	0	159	0	0	
Volume Right	0	156	0	0	118	
cSH	1623	1700	455	614	825	
Volume to Capacity	0.07	0.09	0.35	0.04	0.20	
Queue Length 95th (ft)	6	0	39	3	18	
Control Delay (s)	7.4	0.0	17.1	11.1	10.4	
Lane LOS	A		C	B	B	
Approach Delay (s)	3.2		16.3		10.4	
Approach LOS	C			B		
Intersection Summary						
Average Delay			9.0			
Intersection Capacity Utilization			32.0%		ICU Level of Service	
Analysis Period (min)			15			
			A			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2040 Total AM

12/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	25	12	11	18	50
Future Volume (Veh/h)	55	25	12	11	18	50
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	74	34	16	15	24	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		228	148	182	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		228	148	182	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	95		98	98	96	94
cM capacity (veh/h)	1623		640	710	680	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	74	34	16	15	92	
Volume Left	74	0	16	0	0	
Volume Right	0	34	0	0	68	
cSH	1623	1700	640	710	939	
Volume to Capacity	0.05	0.02	0.02	0.02	0.10	
Queue Length 95th (ft)	4	0	2	2	8	
Control Delay (s)	7.3	0.0	10.8	10.2	9.3	
Lane LOS	A		B	B	A	
Approach Delay (s)	5.0		10.5		9.3	
Approach LOS			B		A	
Intersection Summary						
Average Delay			7.4			
Intersection Capacity Utilization			17.3%		ICU Level of Service	
Analysis Period (min)			15			
			A			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mall Ring Road & Northwest Mall Entrance

2040 Total PM

12/12/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	151	137	140	30	44	132
Future Volume (Veh/h)	151	137	140	30	44	132
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	172	156	159	34	50	150
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	132					
pX, platoon unblocked						
vC, conflicting volume	0		519	344	500	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		519	344	500	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	89		53	93	88	86
cM capacity (veh/h)	1623		337	517	423	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	172	156	159	34	200	
Volume Left	172	0	159	0	0	
Volume Right	0	156	0	0	150	
cSH	1623	1700	337	517	780	
Volume to Capacity	0.11	0.09	0.47	0.07	0.26	
Queue Length 95th (ft)	9	0	60	5	26	
Control Delay (s)	7.5	0.0	24.9	12.4	11.2	
Lane LOS	A		C	B	B	
Approach Delay (s)	3.9		22.7		11.2	
Approach LOS			C		B	
Intersection Summary						
Average Delay			11.0			
Intersection Capacity Utilization			36.6%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM 6th TWSC  
7: Abilene Street & Southwest Mall Entrance

2023 Existing AM  
10/12/2023

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	313	16	27	298
Future Vol, veh/h	6	5	313	16	27	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	6	348	18	30	331
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	583	183	0	0	366	0
Stage 1	357	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	443	828	-	-	1189	-
Stage 1	679	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	432	828	-	-	1189	-
Mov Cap-2 Maneuver	525	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.8	0		0.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	525 828	1189	-	
HCM Lane V/C Ratio	-	-	0.013 0.007	0.025	-	
HCM Control Delay (s)	-	-	11.9 9.4	8.1	-	
HCM Lane LOS	-	-	B A	A	-	
HCM 95th %tile Q(veh)	-	-	0 0	0.1	-	



HCM 6th TWSC  
7: Abilene Street & Southwest Mall Entrance

2023 Existing PM  
10/12/2023

Intersection

Int Delay, s/veh 1.7

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations

Traffic Vol, veh/h	55	41	543	46	77	514
Future Vol, veh/h	55	41	543	46	77	514
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	44	578	49	82	547

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	1041	314	0	0	627	0
Stage 1	603	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	226	682	-	-	951	-
Stage 1	509	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	207	682	-	-	951	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	14.8	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt NBT NBRWBLn1WBLn2 SBL SBT

Capacity (veh/h)	-	-	338	682	951	-
HCM Lane V/C Ratio	-	-	0.173	0.064	0.086	-
HCM Control Delay (s)	-	-	17.9	10.6	9.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0.3	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	326	16	27	310
Future Vol, veh/h	6	5	326	16	27	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	6	362	18	30	344
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	603	190	0	0	380	0
Stage 1	371	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	430	820	-	-	1175	-
Stage 1	668	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	419	820	-	-	1175	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.9	0	0.7			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 515 820	1175	-		
HCM Lane V/C Ratio	-	- 0.013 0.007	0.026	-		
HCM Control Delay (s)	-	- 12.1 9.4	8.1	-		
HCM Lane LOS	-	- B A	A	-		
HCM 95th %tile Q(veh)	-	- 0 0	0.1	-		

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	41	565	46	77	535
Future Vol, veh/h	55	41	565	46	77	535
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	44	601	49	82	569
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1075	325	0	0	650	0
Stage 1	626	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	214	671	-	-	932	-
Stage 1	495	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	195	671	-	-	932	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	15.1	0	1.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 328 671	932	-		
HCM Lane V/C Ratio	-	- 0.178 0.065	0.088	-		
HCM Control Delay (s)	-	- 18.3 10.7	9.2	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 0.6 0.2	0.3	-		

HCM 6th TWSC  
7: Abilene Street & Southwest Mall Entrance

2025 Total AM  
12/12/2023

Intersection

Int Delay, s/veh 0.6

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations

Traffic Vol, veh/h	8	7	328	17	28	312
Future Vol, veh/h	8	7	328	17	28	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	8	364	19	31	347

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	610	192	0	0	383	0
Stage 1	374	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	426	817	-	-	1172	-
Stage 1	666	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	415	817	-	-	1172	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	10.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt NBT NBRWBLn1WBLn2 SBL SBT

Capacity (veh/h)	-	-	512	817	1172	-
HCM Lane V/C Ratio	-	-	0.017	0.01	0.027	-
HCM Control Delay (s)	-	-	12.2	9.4	8.2	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.1	-

HCM 6th TWSC  
7: Abilene Street & Southwest Mall Entrance

2025 Total PM  
12/12/2023

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	42	567	48	79	537
Future Vol, veh/h	56	42	567	48	79	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	45	603	51	84	571

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1083	327	0
Stage 1	629	-	-
Stage 2	454	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	212	669	929
Stage 1	494	-	-
Stage 2	606	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	193	669	929
Mov Cap-2 Maneuver	325	-	-
Stage 1	494	-	-
Stage 2	551	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 325 669	929	-
HCM Lane V/C Ratio	-	- 0.183 0.067	0.09	-
HCM Control Delay (s)	-	- 18.5 10.8	9.3	-
HCM Lane LOS	-	- C B	A	-
HCM 95th %tile Q(veh)	-	- 0.7 0.2	0.3	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	339	16	27	323
Future Vol, veh/h	6	5	339	16	27	323
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	6	377	18	30	359
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	626	198	0	0	395	0
Stage 1	386	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	416	810	-	-	1160	-
Stage 1	656	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	405	810	-	-	1160	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11	0		0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	503	810	1160	-
HCM Lane V/C Ratio	-	-	0.013	0.007	0.026	-
HCM Control Delay (s)	-	-	12.3	9.5	8.2	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0.1	-

Intersection							
Int Delay, s/veh	1.6						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	55	41	588	46	77	556	
Future Vol, veh/h	55	41	588	46	77	556	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	0	-	-	450	-	
Veh in Median Storage, #	1	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	59	44	626	49	82	591	
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	1111	338	0	0	675	0	
Stage 1	651	-	-	-	-	-	
Stage 2	460	-	-	-	-	-	
Critical Hdwy	6.84	6.94	-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-	-	-	-	-	
Critical Hdwy Stg 2	5.84	-	-	-	-	-	
Follow-up Hdwy	3.52	3.32	-	-	2.22	-	
Pot Cap-1 Maneuver	203	658	-	-	912	-	
Stage 1	481	-	-	-	-	-	
Stage 2	602	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	185	658	-	-	912	-	
Mov Cap-2 Maneuver	318	-	-	-	-	-	
Stage 1	481	-	-	-	-	-	
Stage 2	548	-	-	-	-	-	
Approach	WB	NB		SB			
HCM Control Delay, s	15.5	0		1.1			
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)		-	-	318	658	912	-
HCM Lane V/C Ratio		-	-	0.184	0.066	0.09	-
HCM Control Delay (s)		-	-	18.9	10.9	9.3	-
HCM Lane LOS		-	-	C	B	A	-
HCM 95th %tile Q(veh)		-	-	0.7	0.2	0.3	-

HCM 6th TWSC  
7: Abilene Street & Southwest Mall Entrance

2027 Total AM  
12/12/2023

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	8	344	19	30	328
Future Vol, veh/h	9	8	344	19	30	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	9	382	21	33	364
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	641	202	0	0	403	0
Stage 1	393	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	407	805	-	-	1152	-
Stage 1	651	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	395	805	-	-	1152	-
Mov Cap-2 Maneuver	496	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11	0		0.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	-	496	805	1152	-
HCM Lane V/C Ratio	-	-	0.02	0.011	0.029	-
HCM Control Delay (s)	-	-	12.4	9.5	8.2	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.1	-



HCM 6th TWSC  
7: Abilene Street & Southwest Mall Entrance

2027 Total PM  
12/12/2023

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	43	593	50	81	559
Future Vol, veh/h	57	43	593	50	81	559
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	46	631	53	86	595
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1128	342	0	0	684	0
Stage 1	658	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	198	654	-	-	905	-
Stage 1	477	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	179	654	-	-	905	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	15.7	0	1.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 312 654	905	-		
HCM Lane V/C Ratio	-	- 0.194 0.07	0.095	-		
HCM Control Delay (s)	-	- 19.3 10.9	9.4	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 0.7 0.2	0.3	-		

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	438	16	27	417
Future Vol, veh/h	6	5	438	16	27	417
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	6	487	18	30	463
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	788	253	0	0	505	0
Stage 1	496	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	328	746	-	-	1056	-
Stage 1	577	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	319	746	-	-	1056	-
Mov Cap-2 Maneuver	433	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.8	0	0.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 433 746 1056	-	-		
HCM Lane V/C Ratio	-	- 0.015 0.007 0.028	-	-		
HCM Control Delay (s)	-	- 13.4 9.9 8.5	-	-		
HCM Lane LOS	-	- B A A	-	-		
HCM 95th %tile Q(veh)	-	- 0 0 0.1	-	-		

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	41	760	46	77	720
Future Vol, veh/h	55	41	760	46	77	720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	44	809	49	82	766
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1381	429	0	0	858	0
Stage 1	834	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	135	574	-	-	779	-
Stage 1	387	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	574	-	-	779	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	18.6	0	1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 251 574	779	-		
HCM Lane V/C Ratio	-	- 0.233 0.076	0.105	-		
HCM Control Delay (s)	-	- 23.6 11.8	10.2	-		
HCM Lane LOS	-	- C B	B	-		
HCM 95th %tile Q(veh)	-	- 0.9 0.2	0.4	-		

HCM 6th TWSC  
7: Abilene Street & Southwest Mall Entrance

2040 Total AM  
12/12/2023

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	8	443	19	30	422
Future Vol, veh/h	9	8	443	19	30	422
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	9	492	21	33	469
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	804	257	0	0	513	0
Stage 1	503	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	321	742	-	-	1049	-
Stage 1	573	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	311	742	-	-	1049	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	573	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.9	0	0.6			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 427 742 1049	-	-		
HCM Lane V/C Ratio	-	- 0.023 0.012 0.032	-	-		
HCM Control Delay (s)	-	- 13.6 9.9 8.5	-	-		
HCM Lane LOS	-	- B A A	-	-		
HCM 95th %tile Q(veh)	-	- 0.1 0 0.1	-	-		

HCM 6th TWSC  
7: Abilene Street & Southwest Mall Entrance

2040 Total PM  
12/12/2023

Intersection							
Int Delay, s/veh	1.6						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	57	43	765	50	81	723	
Future Vol, veh/h	57	43	765	50	81	723	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	0	-	-	450	-	
Veh in Median Storage, #	1	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	61	46	814	53	86	769	
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	1398	434	0	0	867	0	
Stage 1	841	-	-	-	-	-	
Stage 2	557	-	-	-	-	-	
Critical Hdwy	6.84	6.94	-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-	-	-	-	-	
Critical Hdwy Stg 2	5.84	-	-	-	-	-	
Follow-up Hdwy	3.52	3.32	-	-	2.22	-	
Pot Cap-1 Maneuver	132	570	-	-	772	-	
Stage 1	383	-	-	-	-	-	
Stage 2	537	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	117	570	-	-	772	-	
Mov Cap-2 Maneuver	246	-	-	-	-	-	
Stage 1	383	-	-	-	-	-	
Stage 2	477	-	-	-	-	-	
Approach	WB	NB		SB			
HCM Control Delay, s	19	0		1			
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)		-	-	246	570	772	-
HCM Lane V/C Ratio		-	-	0.246	0.08	0.112	-
HCM Control Delay (s)		-	-	24.4	11.9	10.2	-
HCM Lane LOS		-	-	C	B	B	-
HCM 95th %tile Q(veh)		-	-	0.9	0.3	0.4	-

Intersection

Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	47	6	1	3	1
Future Vol, veh/h	6	47	6	1	3	1
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	68	9	1	4	1
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	7	7.9	7.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	75%
Vol Right, %	0%	0%	0%	100%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	1	6	47	4
LT Vol	6	0	6	0	0
Through Vol	0	1	0	0	3
RT Vol	0	0	0	47	1
Lane Flow Rate	9	1	9	68	6
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.012	0.002	0.012	0.073	0.007
Departure Headway (Hd)	5.172	4.671	5.061	3.861	4.326
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	692	765	709	930	826
Service Time	2.904	2.403	2.775	1.574	2.361
HCM Lane V/C Ratio	0.013	0.001	0.013	0.073	0.007
HCM Control Delay	8	7.4	7.8	6.9	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0	0	0.2	0

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	103	88	16	29	17
Future Vol, veh/h	24	103	88	16	29	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	110	94	17	31	18
Number of Lanes	1	1	1	1	1	0
Approach	EB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		2	
Conflicting Approach Left	SB		EB			
Conflicting Lanes Left	1		2		0	
Conflicting Approach Right	NB				EB	
Conflicting Lanes Right	2		0		2	
HCM Control Delay	7.8		8.8		7.9	
HCM LOS	A		A		A	

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	63%
Vol Right, %	0%	0%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	16	24	103	46
LT Vol	88	0	24	0	0
Through Vol	0	16	0	0	29
RT Vol	0	0	0	103	17
Lane Flow Rate	94	17	26	110	49
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.14	0.023	0.039	0.129	0.062
Departure Headway (Hd)	5.399	4.897	5.453	4.25	4.564
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	668	735	660	847	787
Service Time	3.099	2.597	3.16	1.957	2.576
HCM Lane V/C Ratio	0.141	0.023	0.039	0.13	0.062
HCM Control Delay	9	7.7	8.4	7.6	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.4	0.2

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	47	6	1	3	1
Future Vol, veh/h	6	47	6	1	3	1
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	68	9	1	4	1
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	7	7.9	7.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	75%
Vol Right, %	0%	0%	0%	100%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	1	6	47	4
LT Vol	6	0	6	0	0
Through Vol	0	1	0	0	3
RT Vol	0	0	0	47	1
Lane Flow Rate	9	1	9	68	6
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.012	0.002	0.012	0.073	0.007
Departure Headway (Hd)	5.172	4.671	5.061	3.861	4.326
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	692	765	709	930	826
Service Time	2.904	2.403	2.775	1.574	2.361
HCM Lane V/C Ratio	0.013	0.001	0.013	0.073	0.007
HCM Control Delay	8	7.4	7.8	6.9	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0	0	0.2	0



Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	103	88	16	29	17
Future Vol, veh/h	24	103	88	16	29	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	110	94	17	31	18
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	7.8	8.8	7.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	63%
Vol Right, %	0%	0%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	16	24	103	46
LT Vol	88	0	24	0	0
Through Vol	0	16	0	0	29
RT Vol	0	0	0	103	17
Lane Flow Rate	94	17	26	110	49
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.14	0.023	0.039	0.129	0.062
Departure Headway (Hd)	5.399	4.897	5.453	4.25	4.564
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	668	735	660	847	787
Service Time	3.099	2.597	3.16	1.957	2.576
HCM Lane V/C Ratio	0.141	0.023	0.039	0.13	0.062
HCM Control Delay	9	7.7	8.4	7.6	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.4	0.2

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	48	8	3	5	3
Future Vol, veh/h	7	48	8	3	5	3
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	70	12	4	7	4
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	7	7.8	7.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	62%
Vol Right, %	0%	0%	0%	100%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	3	7	48	8
LT Vol	8	0	7	0	0
Through Vol	0	3	0	0	5
RT Vol	0	0	0	48	3
Lane Flow Rate	12	4	10	70	12
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.017	0.006	0.014	0.075	0.014
Departure Headway (Hd)	5.179	4.678	5.08	3.88	4.259
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	690	764	705	923	837
Service Time	2.916	2.415	2.805	1.605	2.302
HCM Lane V/C Ratio	0.017	0.005	0.014	0.076	0.014
HCM Control Delay	8	7.4	7.9	6.9	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2	0

HCM 6th AWSC  
8: Southwest Mall Entrance & Mall Ring Road

2025 Total PM  
12/12/2023

Intersection

Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	105	89	18	31	18
Future Vol, veh/h	26	105	89	18	31	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	112	95	19	33	19
Number of Lanes	1	1	1	1	1	0
Approach	EB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		2	
Conflicting Approach Left	SB		EB			
Conflicting Lanes Left	1		2		0	
Conflicting Approach Right	NB				EB	
Conflicting Lanes Right	2		0		2	
HCM Control Delay	7.8		8.8		7.9	
HCM LOS	A		A		A	

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	63%
Vol Right, %	0%	0%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	18	26	105	49
LT Vol	89	0	26	0	0
Through Vol	0	18	0	0	31
RT Vol	0	0	0	105	18
Lane Flow Rate	95	19	28	112	52
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.142	0.026	0.042	0.132	0.066
Departure Headway (Hd)	5.413	4.912	5.468	4.264	4.58
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	667	733	658	844	785
Service Time	3.113	2.612	3.177	1.974	2.592
HCM Lane V/C Ratio	0.142	0.026	0.043	0.133	0.066
HCM Control Delay	9	7.7	8.4	7.6	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.5	0.2

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	47	6	1	3	1
Future Vol, veh/h	6	47	6	1	3	1
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	68	9	1	4	1
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	7	7.9	7.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	75%
Vol Right, %	0%	0%	0%	100%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	1	6	47	4
LT Vol	6	0	6	0	0
Through Vol	0	1	0	0	3
RT Vol	0	0	0	47	1
Lane Flow Rate	9	1	9	68	6
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.012	0.002	0.012	0.073	0.007
Departure Headway (Hd)	5.172	4.671	5.061	3.861	4.326
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	692	765	709	930	826
Service Time	2.904	2.403	2.775	1.574	2.361
HCM Lane V/C Ratio	0.013	0.001	0.013	0.073	0.007
HCM Control Delay	8	7.4	7.8	6.9	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0	0	0.2	0

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	103	88	16	29	17
Future Vol, veh/h	24	103	88	16	29	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	110	94	17	31	18
Number of Lanes	1	1	1	1	1	0
Approach	EB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		2	
Conflicting Approach Left	SB		EB			
Conflicting Lanes Left	1		2		0	
Conflicting Approach Right	NB				EB	
Conflicting Lanes Right	2		0		2	
HCM Control Delay	7.8		8.8		7.9	
HCM LOS	A		A		A	

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	63%
Vol Right, %	0%	0%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	16	24	103	46
LT Vol	88	0	24	0	0
Through Vol	0	16	0	0	29
RT Vol	0	0	0	103	17
Lane Flow Rate	94	17	26	110	49
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.14	0.023	0.039	0.129	0.062
Departure Headway (Hd)	5.399	4.897	5.453	4.25	4.564
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	668	735	660	847	787
Service Time	3.099	2.597	3.16	1.957	2.576
HCM Lane V/C Ratio	0.141	0.023	0.039	0.13	0.062
HCM Control Delay	9	7.7	8.4	7.6	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.4	0.2

HCM 6th AWSC  
8: Southwest Mall Entrance & Mall Ring Road

2027 Total AM  
12/12/2023

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	50	9	6	8	4
Future Vol, veh/h	9	50	9	6	8	4
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	72	13	9	12	6
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	7.1	7.8	7.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	67%
Vol Right, %	0%	0%	0%	100%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	6	9	50	12
LT Vol	9	0	9	0	0
Through Vol	0	6	0	0	8
RT Vol	0	0	0	50	4
Lane Flow Rate	13	9	13	72	17
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.019	0.011	0.018	0.079	0.021
Departure Headway (Hd)	5.191	4.691	5.102	3.901	4.299
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	688	760	702	917	828
Service Time	2.936	2.435	2.832	1.632	2.348
HCM Lane V/C Ratio	0.019	0.012	0.019	0.079	0.021
HCM Control Delay	8	7.5	7.9	7	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.3	0.1

HCM 6th AWSC  
8: Southwest Mall Entrance & Mall Ring Road

2027 Total PM  
12/12/2023

Intersection

Intersection Delay, s/veh 8.2  
Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	107	90	21	32	19
Future Vol, veh/h	28	107	90	21	32	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	114	96	22	34	20
Number of Lanes	1	1	1	1	1	0
Approach	EB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		2	
Conflicting Approach Left	SB		EB			
Conflicting Lanes Left	1		2		0	
Conflicting Approach Right	NB				EB	
Conflicting Lanes Right	2		0		2	
HCM Control Delay	7.9		8.8		7.9	
HCM LOS	A		A		A	

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	63%
Vol Right, %	0%	0%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	21	28	107	51
LT Vol	90	0	28	0	0
Through Vol	0	21	0	0	32
RT Vol	0	0	0	107	19
Lane Flow Rate	96	22	30	114	54
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.144	0.03	0.045	0.135	0.069
Departure Headway (Hd)	5.414	4.912	5.484	4.28	4.591
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	664	731	656	841	782
Service Time	3.127	2.625	3.193	1.99	2.605
HCM Lane V/C Ratio	0.145	0.03	0.046	0.136	0.069
HCM Control Delay	9	7.8	8.5	7.7	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.5	0.2

Intersection

Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	47	6	1	3	1
Future Vol, veh/h	6	47	6	1	3	1
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	68	9	1	4	1
Number of Lanes	1	1	1	1	1	0
Approach	EB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		2	
Conflicting Approach Left	SB		EB			
Conflicting Lanes Left	1		2		0	
Conflicting Approach Right	NB				EB	
Conflicting Lanes Right	2		0		2	
HCM Control Delay	7		7.9		7.4	
HCM LOS	A		A		A	

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	75%
Vol Right, %	0%	0%	0%	100%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	1	6	47	4
LT Vol	6	0	6	0	0
Through Vol	0	1	0	0	3
RT Vol	0	0	0	47	1
Lane Flow Rate	9	1	9	68	6
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.012	0.002	0.012	0.073	0.007
Departure Headway (Hd)	5.172	4.671	5.061	3.861	4.326
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	692	765	709	930	826
Service Time	2.904	2.403	2.775	1.574	2.361
HCM Lane V/C Ratio	0.013	0.001	0.013	0.073	0.007
HCM Control Delay	8	7.4	7.8	6.9	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0	0	0.2	0



Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	103	88	16	29	17
Future Vol, veh/h	24	103	88	16	29	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	110	94	17	31	18
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	7.8	8.8	7.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	63%
Vol Right, %	0%	0%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	16	24	103	46
LT Vol	88	0	24	0	0
Through Vol	0	16	0	0	29
RT Vol	0	0	0	103	17
Lane Flow Rate	94	17	26	110	49
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.14	0.023	0.039	0.129	0.062
Departure Headway (Hd)	5.399	4.897	5.453	4.25	4.564
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	668	735	660	847	787
Service Time	3.099	2.597	3.16	1.957	2.576
HCM Lane V/C Ratio	0.141	0.023	0.039	0.13	0.062
HCM Control Delay	9	7.7	8.4	7.6	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.4	0.2

HCM 6th AWSC  
8: Southwest Mall Entrance & Mall Ring Road

2040 Total AM  
12/12/2023

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	50	9	6	8	4
Future Vol, veh/h	9	50	9	6	8	4
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	72	13	9	12	6
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	7.1	7.8	7.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	67%
Vol Right, %	0%	0%	0%	100%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	6	9	50	12
LT Vol	9	0	9	0	0
Through Vol	0	6	0	0	8
RT Vol	0	0	0	50	4
Lane Flow Rate	13	9	13	72	17
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.019	0.011	0.018	0.079	0.021
Departure Headway (Hd)	5.191	4.691	5.102	3.901	4.299
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	688	760	702	917	828
Service Time	2.936	2.435	2.832	1.632	2.348
HCM Lane V/C Ratio	0.019	0.012	0.019	0.079	0.021
HCM Control Delay	8	7.5	7.9	7	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.3	0.1

HCM 6th AWSC  
8: Southwest Mall Entrance & Mall Ring Road

2040 Total PM  
12/12/2023

Intersection

Intersection Delay, s/veh 8.2  
Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	107	90	21	32	19
Future Vol, veh/h	28	107	90	21	32	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	114	96	22	34	20
Number of Lanes	1	1	1	1	1	0
Approach	EB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		2	
Conflicting Approach Left	SB		EB			
Conflicting Lanes Left	1		2		0	
Conflicting Approach Right	NB				EB	
Conflicting Lanes Right	2		0		2	
HCM Control Delay	7.9		8.8		7.9	
HCM LOS	A		A		A	

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	63%
Vol Right, %	0%	0%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	21	28	107	51
LT Vol	90	0	28	0	0
Through Vol	0	21	0	0	32
RT Vol	0	0	0	107	19
Lane Flow Rate	96	22	30	114	54
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.144	0.03	0.045	0.135	0.069
Departure Headway (Hd)	5.414	4.912	5.484	4.28	4.591
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	664	731	656	841	782
Service Time	3.127	2.625	3.193	1.99	2.605
HCM Lane V/C Ratio	0.145	0.03	0.046	0.136	0.069
HCM Control Delay	9	7.8	8.5	7.7	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.5	0.2

# Timings

## 9: Exposition Avenue & South Access

2023 Existing AM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	15	133	7	189	4	0	10	1	6
Future Volume (vph)	15	133	7	189	4	0	10	1	6
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

### Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



# HCM 6th Signalized Intersection Summary

## 9: Exposition Avenue & South Access

2023 Existing AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	133	4	7	189	34	4	0	3	10	1	6
Future Volume (veh/h)	15	133	4	7	189	34	4	0	3	10	1	6
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	18	156	5	8	222	40	5	0	4	12	1	7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	653	1025	33	741	862	155	262	16	175	421	32	417
Arrive On Green	0.02	0.57	0.57	0.01	0.56	0.56	0.26	0.00	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1802	58	1781	1542	278	770	62	665	1322	123	1585
Grp Volume(v), veh/h	18	0	161	8	0	262	9	0	0	13	0	7
Grp Sat Flow(s),veh/h/ln	1781	0	1860	1781	0	1820	1497	0	0	1445	0	1585
Q Serve(g_s), s	0.4	0.0	3.9	0.2	0.0	7.0	0.0	0.0	0.0	0.2	0.0	0.3
Cycle Q Clear(g_c), s	0.4	0.0	3.9	0.2	0.0	7.0	0.4	0.0	0.0	0.5	0.0	0.3
Prop In Lane	1.00		0.03	1.00		0.15	0.56		0.44	0.92		1.00
Lane Grp Cap(c), veh/h	653	0	1058	741	0	1018	453	0	0	453	0	417
V/C Ratio(X)	0.03	0.00	0.15	0.01	0.00	0.26	0.02	0.00	0.00	0.03	0.00	0.02
Avail Cap(c_a), veh/h	805	0	1058	910	0	1018	453	0	0	453	0	417
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	8.8	0.0	9.7	8.9	0.0	10.8	25.9	0.0	0.0	26.0	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.6	0.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	2.9	0.1	0.0	5.1	0.3	0.0	0.0	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	10.0	8.9	0.0	11.4	26.0	0.0	0.0	26.1	0.0	26.0
LnGrp LOS	A	A	A	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	179		270			9			20			
Approach Delay, s/veh	9.8		11.3			26.0			26.1			
Approach LOS	A		B			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.0	59.0	30.0		6.9	58.1	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.2	5.9	2.5		2.4	9.0	2.4					
Green Ext Time (p_c), s	0.0	1.0	0.0		0.0	1.7	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									

Timings  
9: Exposition Avenue & South Access

2023 Existing PM  
10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	41	277	10	247	2	2	62	3	50
Future Volume (vph)	41	277	10	247	2	2	62	3	50
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 95

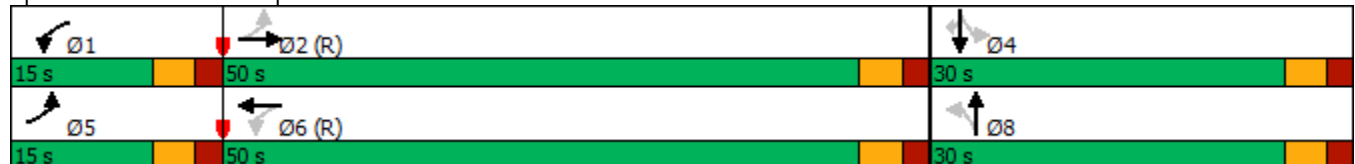
Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



# HCM 6th Signalized Intersection Summary

## 9: Exposition Avenue & South Access

2023 Existing PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	277	1	10	247	44	2	2	7	62	3	50
Future Volume (veh/h)	41	277	1	10	247	44	2	2	7	62	3	50
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	45	301	1	11	268	48	2	2	8	67	3	54
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	616	1054	4	619	837	150	89	97	283	432	18	417
Arrive On Green	0.04	0.57	0.57	0.01	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1863	6	1781	1544	277	169	369	1074	1360	68	1585
Grp Volume(v), veh/h	45	0	302	11	0	316	12	0	0	70	0	54
Grp Sat Flow(s),veh/h/ln	1781	0	1869	1781	0	1821	1611	0	0	1428	0	1585
Q Serve(g_s), s	1.0	0.0	8.0	0.3	0.0	9.1	0.0	0.0	0.0	3.0	0.0	2.5
Cycle Q Clear(g_c), s	1.0	0.0	8.0	0.3	0.0	9.1	0.5	0.0	0.0	3.5	0.0	2.5
Prop In Lane	1.00		0.00	1.00		0.15	0.17		0.67	0.96		1.00
Lane Grp Cap(c), veh/h	616	0	1057	619	0	987	468	0	0	450	0	417
V/C Ratio(X)	0.07	0.00	0.29	0.02	0.00	0.32	0.03	0.00	0.00	0.16	0.00	0.13
Avail Cap(c_a), veh/h	738	0	1057	783	0	987	468	0	0	450	0	417
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	9.1	0.0	10.7	9.6	0.0	12.0	26.0	0.0	0.0	27.0	0.0	26.7
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.0	0.0	0.9	0.1	0.0	0.0	0.7	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(95%),veh/ln	0.7	0.0	5.9	0.2	0.0	6.7	0.4	0.0	0.0	2.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	11.4	9.6	0.0	12.9	26.1	0.0	0.0	27.8	0.0	27.3
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	347		327				12		124			
Approach Delay, s/veh	11.1		12.8				26.1		27.6			
Approach LOS	B		B				C		C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.3	58.7	30.0		8.5	56.5	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.3	10.0	5.5		3.0	11.1	2.5					
Green Ext Time (p_c), s	0.0	1.9	0.4		0.0	2.1	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									

# Timings

## 9: Exposition Avenue & South Access

2025 Background AM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	15	138	7	197	4	0	10	1	6
Future Volume (vph)	15	138	7	197	4	0	10	1	6
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

### Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access





# HCM 6th Signalized Intersection Summary

## 9: Exposition Avenue & South Access

2025 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	138	4	7	197	34	4	0	3	10	1	6
Future Volume (veh/h)	15	138	4	7	197	34	4	0	3	10	1	6
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	18	162	5	8	232	40	5	0	4	12	1	7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	645	1027	32	735	869	150	262	16	175	421	32	417
Arrive On Green	0.02	0.57	0.57	0.01	0.56	0.56	0.26	0.00	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1805	56	1781	1554	268	770	62	665	1322	123	1585
Grp Volume(v), veh/h	18	0	167	8	0	272	9	0	0	13	0	7
Grp Sat Flow(s),veh/h/ln	1781	0	1860	1781	0	1822	1497	0	0	1445	0	1585
Q Serve(g_s), s	0.4	0.0	4.0	0.2	0.0	7.4	0.0	0.0	0.0	0.2	0.0	0.3
Cycle Q Clear(g_c), s	0.4	0.0	4.0	0.2	0.0	7.4	0.4	0.0	0.0	0.5	0.0	0.3
Prop In Lane	1.00		0.03	1.00		0.15	0.56		0.44	0.92		1.00
Lane Grp Cap(c), veh/h	645	0	1058	735	0	1019	453	0	0	453	0	417
V/C Ratio(X)	0.03	0.00	0.16	0.01	0.00	0.27	0.02	0.00	0.00	0.03	0.00	0.02
Avail Cap(c_a), veh/h	797	0	1058	905	0	1019	453	0	0	453	0	417
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	8.8	0.0	9.7	8.9	0.0	10.9	25.9	0.0	0.0	26.0	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.6	0.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	3.0	0.1	0.0	5.4	0.3	0.0	0.0	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	10.0	8.9	0.0	11.5	26.0	0.0	0.0	26.1	0.0	26.0
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	185		280			9			20			
Approach Delay, s/veh	9.9		11.4			26.0			26.1			
Approach LOS	A		B			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.0	59.0	30.0		6.9	58.1	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.2	6.0	2.5		2.4	9.4	2.4					
Green Ext Time (p_c), s	0.0	1.0	0.0		0.0	1.8	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									

# Timings 9: Exposition Avenue & South Access

2025 Background PM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	41	288	10	257	2	2	62	3	50
Future Volume (vph)	41	288	10	257	2	2	62	3	50
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

## Intersection Summary

Cycle Length: 95

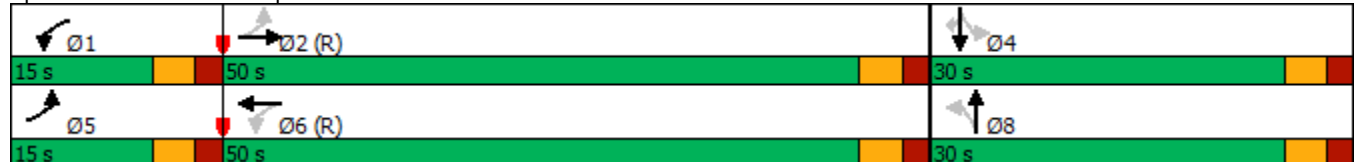
Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



# HCM 6th Signalized Intersection Summary

## 9: Exposition Avenue & South Access

2025 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	288	1	10	257	44	2	2	7	62	3	50
Future Volume (veh/h)	41	288	1	10	257	44	2	2	7	62	3	50
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	45	313	1	11	279	48	2	2	8	67	3	54
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	607	1054	3	609	843	145	89	97	283	432	18	417
Arrive On Green	0.04	0.57	0.57	0.01	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1863	6	1781	1555	267	169	369	1074	1360	68	1585
Grp Volume(v), veh/h	45	0	314	11	0	327	12	0	0	70	0	54
Grp Sat Flow(s),veh/h/ln	1781	0	1869	1781	0	1822	1611	0	0	1428	0	1585
Q Serve(g_s), s	1.0	0.0	8.3	0.3	0.0	9.5	0.0	0.0	0.0	3.0	0.0	2.5
Cycle Q Clear(g_c), s	1.0	0.0	8.3	0.3	0.0	9.5	0.5	0.0	0.0	3.5	0.0	2.5
Prop In Lane	1.00		0.00	1.00		0.15	0.17		0.67	0.96		1.00
Lane Grp Cap(c), veh/h	607	0	1057	609	0	988	468	0	0	450	0	417
V/C Ratio(X)	0.07	0.00	0.30	0.02	0.00	0.33	0.03	0.00	0.00	0.16	0.00	0.13
Avail Cap(c_a), veh/h	729	0	1057	773	0	988	468	0	0	450	0	417
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	9.1	0.0	10.8	9.6	0.0	12.1	26.0	0.0	0.0	27.0	0.0	26.7
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.0	0.0	0.9	0.1	0.0	0.0	0.7	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(95%),veh/ln	0.7	0.0	6.2	0.2	0.0	7.0	0.4	0.0	0.0	2.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	11.5	9.6	0.0	13.0	26.1	0.0	0.0	27.8	0.0	27.3
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	359		338			12			124			
Approach Delay, s/veh	11.2		12.9			26.1			27.6			
Approach LOS	B		B			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.3	58.7	30.0		8.5	56.5	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.3	10.3	5.5		3.0	11.5	2.5					
Green Ext Time (p_c), s	0.0	2.0	0.4		0.0	2.2	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									

# Timings

## 9: Exposition Avenue & South Access

2025 Total AM  
12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	15	138	7	197	4	0	14	1	6
Future Volume (vph)	15	138	7	197	4	0	14	1	6
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

### Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



# HCM 6th Signalized Intersection Summary

## 9: Exposition Avenue & South Access

2025 Total AM

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	138	4	7	197	37	4	0	3	14	1	6
Future Volume (veh/h)	15	138	4	7	197	37	4	0	3	14	1	6
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	18	162	5	8	232	44	5	0	4	16	1	7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	641	1027	32	735	854	162	262	16	175	428	25	417
Arrive On Green	0.02	0.57	0.57	0.01	0.56	0.56	0.26	0.00	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1805	56	1781	1528	290	770	62	665	1345	93	1585
Grp Volume(v), veh/h	18	0	167	8	0	276	9	0	0	17	0	7
Grp Sat Flow(s),veh/h/ln	1781	0	1860	1781	0	1818	1497	0	0	1439	0	1585
Q Serve(g_s), s	0.4	0.0	4.0	0.2	0.0	7.5	0.0	0.0	0.0	0.4	0.0	0.3
Cycle Q Clear(g_c), s	0.4	0.0	4.0	0.2	0.0	7.5	0.4	0.0	0.0	0.7	0.0	0.3
Prop In Lane	1.00		0.03	1.00		0.16	0.56		0.44	0.94		1.00
Lane Grp Cap(c), veh/h	641	0	1058	735	0	1016	453	0	0	452	0	417
V/C Ratio(X)	0.03	0.00	0.16	0.01	0.00	0.27	0.02	0.00	0.00	0.04	0.00	0.02
Avail Cap(c_a), veh/h	793	0	1058	905	0	1016	453	0	0	452	0	417
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	8.8	0.0	9.7	8.9	0.0	10.9	25.9	0.0	0.0	26.0	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.7	0.1	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	3.0	0.1	0.0	5.5	0.3	0.0	0.0	0.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	10.0	8.9	0.0	11.5	26.0	0.0	0.0	26.2	0.0	26.0
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	185		284			9			24			
Approach Delay, s/veh	9.9		11.5			26.0			26.1			
Approach LOS	A		B			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.0	59.0	30.0		6.9	58.1	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.2	6.0	2.7		2.4	9.5	2.4					
Green Ext Time (p_c), s	0.0	1.0	0.1		0.0	1.8	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

# Timings 9: Exposition Avenue & South Access

2025 Total PM  
12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	41	288	10	257	2	2	65	3	50
Future Volume (vph)	41	288	10	257	2	2	65	3	50
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

## Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



HCM 6th Signalized Intersection Summary  
9: Exposition Avenue & South Access

2025 Total PM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	288	1	10	257	48	2	2	7	65	3	50
Future Volume (veh/h)	41	288	1	10	257	48	2	2	7	65	3	50
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			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	313	1	11	279	52	2	2	8	71	3	54
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	603	1054	3	609	832	155	89	97	283	433	17	417
Arrive On Green	0.04	0.57	0.57	0.01	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1863	6	1781	1533	286	169	369	1074	1363	64	1585
Grp Volume(v), veh/h	45	0	314	11	0	331	12	0	0	74	0	54
Grp Sat Flow(s),veh/h/ln	1781	0	1869	1781	0	1819	1611	0	0	1427	0	1585
Q Serve(g_s), s	1.0	0.0	8.3	0.3	0.0	9.7	0.0	0.0	0.0	3.2	0.0	2.5
Cycle Q Clear(g_c), s	1.0	0.0	8.3	0.3	0.0	9.7	0.5	0.0	0.0	3.7	0.0	2.5
Prop In Lane	1.00		0.00	1.00		0.16	0.17		0.67	0.96		1.00
Lane Grp Cap(c), veh/h	603	0	1057	609	0	987	468	0	0	450	0	417
V/C Ratio(X)	0.07	0.00	0.30	0.02	0.00	0.34	0.03	0.00	0.00	0.16	0.00	0.13
Avail Cap(c_a), veh/h	725	0	1057	773	0	987	468	0	0	450	0	417
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	9.2	0.0	10.8	9.6	0.0	12.2	26.0	0.0	0.0	27.1	0.0	26.7
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.0	0.0	0.9	0.1	0.0	0.0	0.8	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(95%),veh/ln	0.7	0.0	6.2	0.2	0.0	7.1	0.4	0.0	0.0	2.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	11.5	9.6	0.0	13.1	26.1	0.0	0.0	27.9	0.0	27.3
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h		359			342			12			128	
Approach Delay, s/veh		11.2			13.0			26.1			27.7	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		1	2	4		5	6	8				
Phs Duration (G+Y+Rc), s		6.3	58.7	30.0		8.5	56.5	30.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		10.0	45.0	25.0		10.0	45.0	25.0				
Max Q Clear Time (g_c+I1), s		2.3	10.3	5.7		3.0	11.7	2.5				
Green Ext Time (p_c), s		0.0	2.0	0.5		0.0	2.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

# Timings

## 9: Exposition Avenue & South Access

2027 Background AM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	15	144	7	205	4	0	10	1	6
Future Volume (vph)	15	144	7	205	4	0	10	1	6
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

### Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access





# HCM 6th Signalized Intersection Summary

## 9: Exposition Avenue & South Access

2027 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	144	4	7	205	34	4	0	3	10	1	6
Future Volume (veh/h)	15	144	4	7	205	34	4	0	3	10	1	6
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	18	169	5	8	241	40	5	0	4	12	1	7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	637	1028	30	729	874	145	262	16	175	421	32	417
Arrive On Green	0.02	0.57	0.57	0.01	0.56	0.56	0.26	0.00	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1807	53	1781	1564	260	770	62	665	1322	123	1585
Grp Volume(v), veh/h	18	0	174	8	0	281	9	0	0	13	0	7
Grp Sat Flow(s),veh/h/ln	1781	0	1861	1781	0	1824	1497	0	0	1445	0	1585
Q Serve(g_s), s	0.4	0.0	4.2	0.2	0.0	7.6	0.0	0.0	0.0	0.2	0.0	0.3
Cycle Q Clear(g_c), s	0.4	0.0	4.2	0.2	0.0	7.6	0.4	0.0	0.0	0.5	0.0	0.3
Prop In Lane	1.00		0.03	1.00		0.14	0.56		0.44	0.92		1.00
Lane Grp Cap(c), veh/h	637	0	1059	729	0	1019	453	0	0	453	0	417
V/C Ratio(X)	0.03	0.00	0.16	0.01	0.00	0.28	0.02	0.00	0.00	0.03	0.00	0.02
Avail Cap(c_a), veh/h	789	0	1059	898	0	1019	453	0	0	453	0	417
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	8.8	0.0	9.7	8.9	0.0	10.9	25.9	0.0	0.0	26.0	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.7	0.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	3.1	0.1	0.0	5.6	0.3	0.0	0.0	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	10.1	8.9	0.0	11.6	26.0	0.0	0.0	26.1	0.0	26.0
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	192		289			9			20			
Approach Delay, s/veh	10.0		11.5			26.0			26.1			
Approach LOS	A		B			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.0	59.0	30.0		6.9	58.1	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.2	6.2	2.5		2.4	9.6	2.4					
Green Ext Time (p_c), s	0.0	1.0	0.0		0.0	1.8	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Timings  
9: Exposition Avenue & South Access

2027 Background PM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	41	300	10	267	2	2	62	3	50
Future Volume (vph)	41	300	10	267	2	2	62	3	50
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



# HCM 6th Signalized Intersection Summary

## 9: Exposition Avenue & South Access

2027 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	300	1	10	267	44	2	2	7	62	3	50
Future Volume (veh/h)	41	300	1	10	267	44	2	2	7	62	3	50
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	45	326	1	11	290	48	2	2	8	67	3	54
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	598	1054	3	598	849	140	89	97	283	432	18	417
Arrive On Green	0.04	0.57	0.57	0.01	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1864	6	1781	1565	259	169	369	1074	1360	68	1585
Grp Volume(v), veh/h	45	0	327	11	0	338	12	0	0	70	0	54
Grp Sat Flow(s),veh/h/ln	1781	0	1869	1781	0	1824	1611	0	0	1428	0	1585
Q Serve(g_s), s	1.0	0.0	8.7	0.3	0.0	9.9	0.0	0.0	0.0	3.0	0.0	2.5
Cycle Q Clear(g_c), s	1.0	0.0	8.7	0.3	0.0	9.9	0.5	0.0	0.0	3.5	0.0	2.5
Prop In Lane	1.00		0.00	1.00		0.14	0.17		0.67	0.96		1.00
Lane Grp Cap(c), veh/h	598	0	1057	598	0	989	468	0	0	450	0	417
V/C Ratio(X)	0.08	0.00	0.31	0.02	0.00	0.34	0.03	0.00	0.00	0.16	0.00	0.13
Avail Cap(c_a), veh/h	720	0	1057	762	0	989	468	0	0	450	0	417
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	9.2	0.0	10.9	9.7	0.0	12.2	26.0	0.0	0.0	27.0	0.0	26.7
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.0	0.0	0.9	0.1	0.0	0.0	0.7	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(95%),veh/ln	0.7	0.0	6.5	0.2	0.0	7.3	0.4	0.0	0.0	2.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	11.6	9.7	0.0	13.2	26.1	0.0	0.0	27.8	0.0	27.3
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	372		349				12		124			
Approach Delay, s/veh	11.3		13.0				26.1		27.6			
Approach LOS	B		B				C		C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.3	58.7	30.0		8.5	56.5	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.3	10.7	5.5		3.0	11.9	2.5					
Green Ext Time (p_c), s	0.0	2.1	0.4		0.0	2.2	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

# Timings 9: Exposition Avenue & South Access

2027 Total AM

12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	15	144	7	205	4	0	18	1	6
Future Volume (vph)	15	144	7	205	4	0	18	1	6
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

## Intersection Summary

Cycle Length: 95

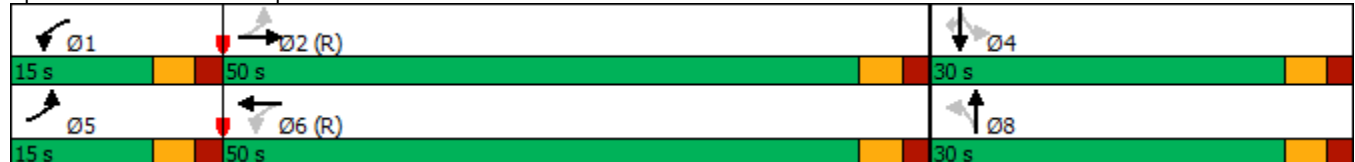
Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



# HCM 6th Signalized Intersection Summary

2027 Total AM

## 9: Exposition Avenue & South Access

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	144	4	7	205	42	4	0	3	18	1	6
Future Volume (veh/h)	15	144	4	7	205	42	4	0	3	18	1	6
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	18	169	5	8	241	49	5	0	4	21	1	7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	629	1028	30	729	843	171	262	16	175	432	19	417
Arrive On Green	0.02	0.57	0.57	0.01	0.56	0.56	0.26	0.00	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1807	53	1781	1508	307	770	62	665	1362	72	1585
Grp Volume(v), veh/h	18	0	174	8	0	290	9	0	0	22	0	7
Grp Sat Flow(s),veh/h/ln	1781	0	1861	1781	0	1815	1497	0	0	1434	0	1585
Q Serve(g_s), s	0.4	0.0	4.2	0.2	0.0	8.0	0.0	0.0	0.0	0.6	0.0	0.3
Cycle Q Clear(g_c), s	0.4	0.0	4.2	0.2	0.0	8.0	0.4	0.0	0.0	1.0	0.0	0.3
Prop In Lane	1.00		0.03	1.00		0.17	0.56		0.44	0.95		1.00
Lane Grp Cap(c), veh/h	629	0	1059	729	0	1015	453	0	0	451	0	417
V/C Ratio(X)	0.03	0.00	0.16	0.01	0.00	0.29	0.02	0.00	0.00	0.05	0.00	0.02
Avail Cap(c_a), veh/h	781	0	1059	898	0	1015	453	0	0	451	0	417
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	8.8	0.0	9.7	8.9	0.0	11.0	25.9	0.0	0.0	26.1	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.7	0.1	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	3.1	0.1	0.0	5.8	0.3	0.0	0.0	0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	0.0	10.1	8.9	0.0	11.7	26.0	0.0	0.0	26.3	0.0	26.0
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	192		298			9			29			
Approach Delay, s/veh	10.0		11.6			26.0			26.3			
Approach LOS	A		B			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.0	59.0	30.0		6.9	58.1	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.2	6.2	3.0		2.4	10.0	2.4					
Green Ext Time (p_c), s	0.0	1.0	0.1		0.0	1.9	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			B									

# Timings 9: Exposition Avenue & South Access

2027 Total PM  
12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	41	300	10	267	2	2	67	3	50
Future Volume (vph)	41	300	10	267	2	2	67	3	50
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

## Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



HCM 6th Signalized Intersection Summary  
9: Exposition Avenue & South Access

2027 Total PM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	300	1	10	267	53	2	2	7	67	3	50
Future Volume (veh/h)	41	300	1	10	267	53	2	2	7	67	3	50
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	45	326	1	11	290	58	2	2	8	73	3	54
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	589	1054	3	598	821	164	89	97	283	433	16	417
Arrive On Green	0.04	0.57	0.57	0.01	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1864	6	1781	1513	303	169	369	1074	1364	62	1585
Grp Volume(v), veh/h	45	0	327	11	0	348	12	0	0	76	0	54
Grp Sat Flow(s),veh/h/ln	1781	0	1869	1781	0	1816	1611	0	0	1426	0	1585
Q Serve(g_s), s	1.0	0.0	8.7	0.3	0.0	10.3	0.0	0.0	0.0	3.3	0.0	2.5
Cycle Q Clear(g_c), s	1.0	0.0	8.7	0.3	0.0	10.3	0.5	0.0	0.0	3.8	0.0	2.5
Prop In Lane	1.00		0.00	1.00		0.17	0.17		0.67	0.96		1.00
Lane Grp Cap(c), veh/h	589	0	1057	598	0	985	468	0	0	450	0	417
V/C Ratio(X)	0.08	0.00	0.31	0.02	0.00	0.35	0.03	0.00	0.00	0.17	0.00	0.13
Avail Cap(c_a), veh/h	711	0	1057	762	0	985	468	0	0	450	0	417
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	9.2	0.0	10.9	9.7	0.0	12.3	26.0	0.0	0.0	27.2	0.0	26.7
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.0	0.0	1.0	0.1	0.0	0.0	0.8	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(95%),veh/ln	0.7	0.0	6.5	0.2	0.0	7.6	0.4	0.0	0.0	2.6	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	11.6	9.7	0.0	13.3	26.1	0.0	0.0	28.0	0.0	27.3
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	372		359				12		130			
Approach Delay, s/veh	11.3		13.2				26.1		27.7			
Approach LOS	B		B				C		C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.3	58.7	30.0		8.5	56.5	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.3	10.7	5.8		3.0	12.3	2.5					
Green Ext Time (p_c), s	0.0	2.1	0.5		0.0	2.3	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

# Timings

## 9: Exposition Avenue & South Access

2040 Background AM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	15	186	7	265	4	0	10	1	6
Future Volume (vph)	15	186	7	265	4	0	10	1	6
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

### Intersection Summary

Cycle Length: 95

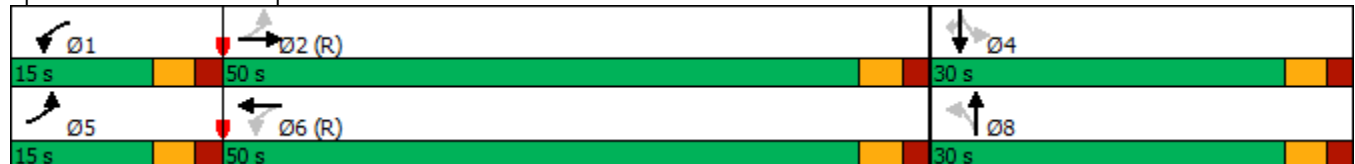
Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access





# HCM 6th Signalized Intersection Summary

## 9: Exposition Avenue & South Access

2040 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	186	4	7	265	34	4	0	3	10	1	6
Future Volume (veh/h)	15	186	4	7	265	34	4	0	3	10	1	6
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	18	219	5	8	312	40	5	0	4	12	1	7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	579	1036	24	684	908	116	262	16	175	421	32	417
Arrive On Green	0.02	0.57	0.57	0.01	0.56	0.56	0.26	0.00	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1821	42	1781	1625	208	770	62	665	1322	123	1585
Grp Volume(v), veh/h	18	0	224	8	0	352	9	0	0	13	0	7
Grp Sat Flow(s),veh/h/ln	1781	0	1863	1781	0	1833	1497	0	0	1445	0	1585
Q Serve(g_s), s	0.4	0.0	5.6	0.2	0.0	10.0	0.0	0.0	0.0	0.2	0.0	0.3
Cycle Q Clear(g_c), s	0.4	0.0	5.6	0.2	0.0	10.0	0.4	0.0	0.0	0.5	0.0	0.3
Prop In Lane	1.00		0.02	1.00		0.11	0.56		0.44	0.92		1.00
Lane Grp Cap(c), veh/h	579	0	1060	684	0	1025	453	0	0	453	0	417
V/C Ratio(X)	0.03	0.00	0.21	0.01	0.00	0.34	0.02	0.00	0.00	0.03	0.00	0.02
Avail Cap(c_a), veh/h	731	0	1060	853	0	1025	453	0	0	453	0	417
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	9.0	0.0	10.0	9.0	0.0	11.4	25.9	0.0	0.0	26.0	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.9	0.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	4.1	0.1	0.0	7.3	0.3	0.0	0.0	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	10.5	9.0	0.0	12.3	26.0	0.0	0.0	26.1	0.0	26.0
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	242		360			9			20			
Approach Delay, s/veh	10.4		12.3			26.0			26.1			
Approach LOS	B		B			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.0	59.0	30.0		6.9	58.1	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.2	7.6	2.5		2.4	12.0	2.4					
Green Ext Time (p_c), s	0.0	1.4	0.0		0.0	2.3	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			B									

# Timings 9: Exposition Avenue & South Access

2040 Background PM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	41	388	10	346	2	2	62	3	50
Future Volume (vph)	41	388	10	346	2	2	62	3	50
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

## Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



# HCM 6th Signalized Intersection Summary

## 9: Exposition Avenue & South Access

2040 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	388	1	10	346	44	2	2	7	62	3	50
Future Volume (veh/h)	41	388	1	10	346	44	2	2	7	62	3	50
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			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	422	1	11	376	48	2	2	8	67	3	54
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	531	1055	3	522	882	113	89	97	283	432	18	417
Arrive On Green	0.04	0.57	0.57	0.01	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1865	4	1781	1625	208	169	369	1074	1360	68	1585
Grp Volume(v), veh/h	45	0	423	11	0	424	12	0	0	70	0	54
Grp Sat Flow(s),veh/h/ln	1781	0	1870	1781	0	1833	1611	0	0	1428	0	1585
Q Serve(g_s), s	1.0	0.0	12.1	0.3	0.0	13.1	0.0	0.0	0.0	3.0	0.0	2.5
Cycle Q Clear(g_c), s	1.0	0.0	12.1	0.3	0.0	13.1	0.5	0.0	0.0	3.5	0.0	2.5
Prop In Lane	1.00		0.00	1.00		0.11	0.17		0.67	0.96		1.00
Lane Grp Cap(c), veh/h	531	0	1058	522	0	994	468	0	0	450	0	417
V/C Ratio(X)	0.08	0.00	0.40	0.02	0.00	0.43	0.03	0.00	0.00	0.16	0.00	0.13
Avail Cap(c_a), veh/h	653	0	1058	686	0	994	468	0	0	450	0	417
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	9.6	0.0	11.6	10.0	0.0	12.9	26.0	0.0	0.0	27.0	0.0	26.7
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.0	0.0	1.3	0.1	0.0	0.0	0.7	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(95%),veh/ln	0.7	0.0	8.7	0.2	0.0	9.3	0.4	0.0	0.0	2.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	12.7	10.0	0.0	14.3	26.1	0.0	0.0	27.8	0.0	27.3
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	468				435		12				124	
Approach Delay, s/veh	12.4				14.2		26.1				27.6	
Approach LOS	B				B		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.3	58.7	30.0		8.5	56.5	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.3	14.1	5.5		3.0	15.1	2.5					
Green Ext Time (p_c), s	0.0	2.8	0.4		0.0	2.9	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

# Timings

## 9: Exposition Avenue & South Access

2040 Total AM

12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	15	186	7	265	4	0	18	1	6
Future Volume (vph)	15	186	7	265	4	0	18	1	6
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

### Intersection Summary

Cycle Length: 95

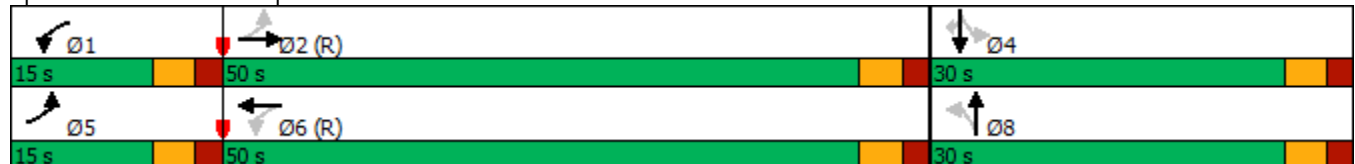
Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



# HCM 6th Signalized Intersection Summary

## 9: Exposition Avenue & South Access

2040 Total AM

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	186	4	7	265	42	4	0	3	18	1	6
Future Volume (veh/h)	15	186	4	7	265	42	4	0	3	18	1	6
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	18	219	5	8	312	49	5	0	4	21	1	7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	571	1036	24	684	882	139	262	16	175	432	19	417
Arrive On Green	0.02	0.57	0.57	0.01	0.56	0.56	0.26	0.00	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1821	42	1781	1578	248	770	62	665	1362	72	1585
Grp Volume(v), veh/h	18	0	224	8	0	361	9	0	0	22	0	7
Grp Sat Flow(s),veh/h/ln	1781	0	1863	1781	0	1826	1497	0	0	1434	0	1585
Q Serve(g_s), s	0.4	0.0	5.6	0.2	0.0	10.3	0.0	0.0	0.0	0.6	0.0	0.3
Cycle Q Clear(g_c), s	0.4	0.0	5.6	0.2	0.0	10.3	0.4	0.0	0.0	1.0	0.0	0.3
Prop In Lane	1.00		0.02	1.00		0.14	0.56		0.44	0.95		1.00
Lane Grp Cap(c), veh/h	571	0	1060	684	0	1021	453	0	0	451	0	417
V/C Ratio(X)	0.03	0.00	0.21	0.01	0.00	0.35	0.02	0.00	0.00	0.05	0.00	0.02
Avail Cap(c_a), veh/h	723	0	1060	853	0	1021	453	0	0	451	0	417
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	9.1	0.0	10.0	9.0	0.0	11.5	25.9	0.0	0.0	26.1	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	1.0	0.1	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	4.1	0.1	0.0	7.6	0.3	0.0	0.0	0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	10.5	9.0	0.0	12.5	26.0	0.0	0.0	26.3	0.0	26.0
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	242		369			9			29			
Approach Delay, s/veh	10.4		12.4			26.0			26.3			
Approach LOS	B		B			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.0	59.0	30.0		6.9	58.1	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.2	7.6	3.0		2.4	12.3	2.4					
Green Ext Time (p_c), s	0.0	1.4	0.1		0.0	2.4	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			12.5									
HCM 6th LOS			B									

Timings  
9: Exposition Avenue & South Access

2040 Total PM

12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	41	388	10	346	2	2	67	3	50
Future Volume (vph)	41	388	10	346	2	2	67	3	50
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	50.0	15.0	50.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.8%	52.6%	15.8%	52.6%	31.6%	31.6%	31.6%	31.6%	31.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 95

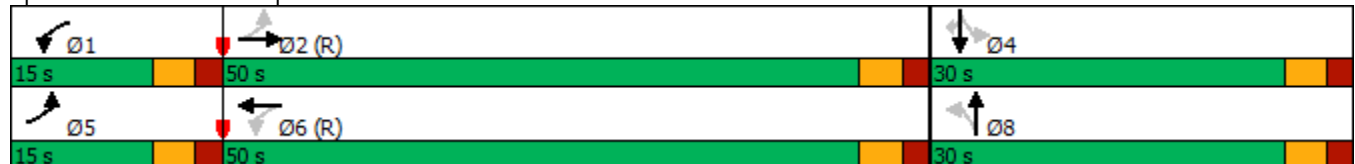
Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 9: Exposition Avenue & South Access



HCM 6th Signalized Intersection Summary  
9: Exposition Avenue & South Access

2040 Total PM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	388	1	10	346	53	2	2	7	67	3	50
Future Volume (veh/h)	41	388	1	10	346	53	2	2	7	67	3	50
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	45	422	1	11	376	58	2	2	8	73	3	54
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	522	1055	3	522	858	132	89	97	283	433	16	417
Arrive On Green	0.04	0.57	0.57	0.01	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1865	4	1781	1582	244	169	369	1074	1364	62	1585
Grp Volume(v), veh/h	45	0	423	11	0	434	12	0	0	76	0	54
Grp Sat Flow(s),veh/h/ln	1781	0	1870	1781	0	1826	1611	0	0	1426	0	1585
Q Serve(g_s), s	1.0	0.0	12.1	0.3	0.0	13.6	0.0	0.0	0.0	3.3	0.0	2.5
Cycle Q Clear(g_c), s	1.0	0.0	12.1	0.3	0.0	13.6	0.5	0.0	0.0	3.8	0.0	2.5
Prop In Lane	1.00		0.00	1.00		0.13	0.17		0.67	0.96		1.00
Lane Grp Cap(c), veh/h	522	0	1058	522	0	991	468	0	0	450	0	417
V/C Ratio(X)	0.09	0.00	0.40	0.02	0.00	0.44	0.03	0.00	0.00	0.17	0.00	0.13
Avail Cap(c_a), veh/h	645	0	1058	686	0	991	468	0	0	450	0	417
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	9.7	0.0	11.6	10.0	0.0	13.0	26.0	0.0	0.0	27.2	0.0	26.7
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.0	0.0	1.4	0.1	0.0	0.0	0.8	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(95%),veh/ln	0.7	0.0	8.7	0.2	0.0	9.5	0.4	0.0	0.0	2.6	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	12.7	10.0	0.0	14.5	26.1	0.0	0.0	28.0	0.0	27.3
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	C
Approach Vol, veh/h	468				445		12				130	
Approach Delay, s/veh	12.4				14.3		26.1				27.7	
Approach LOS	B				B		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.3	58.7	30.0		8.5	56.5	30.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	10.0	45.0	25.0		10.0	45.0	25.0					
Max Q Clear Time (g_c+I1), s	2.3	14.1	5.8		3.0	15.6	2.5					
Green Ext Time (p_c), s	0.0	2.8	0.5		0.0	3.0	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									

Intersection								
Int Delay, s/veh	5.2							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Vol, veh/h	10	7	6	15	25	19		
Future Vol, veh/h	10	7	6	15	25	19		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	-	-	150	-	0	0		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	78	78	78	78	78	78		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	13	9	8	19	32	24		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	22	0	53	18		
Stage 1	-	-	-	-	18	-		
Stage 2	-	-	-	-	35	-		
Critical Hdwy	-	-	4.12	-	6.42	6.22		
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
Follow-up Hdwy	-	-	2.218	-	3.518	3.318		
Pot Cap-1 Maneuver	-	-	1593	-	955	1061		
Stage 1	-	-	-	-	1005	-		
Stage 2	-	-	-	-	987	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1593	-	950	1061		
Mov Cap-2 Maneuver	-	-	-	-	950	-		
Stage 1	-	-	-	-	1005	-		
Stage 2	-	-	-	-	982	-		
Approach	EB		WB		NB			
HCM Control Delay, s	0		2.1		8.7			
HCM LOS					A			
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	950		1061		-	-	1593	-
HCM Lane V/C Ratio	0.034		0.023		-	-	0.005	-
HCM Control Delay (s)	8.9		8.5		-	-	7.3	-
HCM Lane LOS	A		A		-	-	A	-
HCM 95th %tile Q(veh)	0.1		0.1		-	-	0	-



Intersection								
Int Delay, s/veh	4.2							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Vol, veh/h	59	47	62	47	32	46		
Future Vol, veh/h	59	47	62	47	32	46		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	-	-	150	-	0	0		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	94	94	94	94	94	94		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	63	50	66	50	34	49		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	113	0	270	88		
Stage 1	-	-	-	-	88	-		
Stage 2	-	-	-	-	182	-		
Critical Hdwy	-	-	4.12	-	6.42	6.22		
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
Follow-up Hdwy	-	-	2.218	-	3.518	3.318		
Pot Cap-1 Maneuver	-	-	1476	-	719	970		
Stage 1	-	-	-	-	935	-		
Stage 2	-	-	-	-	849	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1476	-	687	970		
Mov Cap-2 Maneuver	-	-	-	-	687	-		
Stage 1	-	-	-	-	935	-		
Stage 2	-	-	-	-	811	-		
Approach	EB		WB		NB			
HCM Control Delay, s	0		4.3		9.6			
HCM LOS					A			
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	687		970		-	-	1476	-
HCM Lane V/C Ratio	0.05		0.05		-	-	0.045	-
HCM Control Delay (s)	10.5		8.9		-	-	7.6	-
HCM Lane LOS	B		A		-	-	A	-
HCM 95th %tile Q(veh)	0.2		0.2		-	-	0.1	-

Intersection								
Int Delay, s/veh	5.2							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Vol, veh/h	10	7	6	15	25	19		
Future Vol, veh/h	10	7	6	15	25	19		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	-	-	150	-	0	0		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	78	78	78	78	78	78		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	13	9	8	19	32	24		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	22	0	53	18		
Stage 1	-	-	-	-	18	-		
Stage 2	-	-	-	-	35	-		
Critical Hdwy	-	-	4.12	-	6.42	6.22		
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
Follow-up Hdwy	-	-	2.218	-	3.518	3.318		
Pot Cap-1 Maneuver	-	-	1593	-	955	1061		
Stage 1	-	-	-	-	1005	-		
Stage 2	-	-	-	-	987	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1593	-	950	1061		
Mov Cap-2 Maneuver	-	-	-	-	950	-		
Stage 1	-	-	-	-	1005	-		
Stage 2	-	-	-	-	982	-		
Approach	EB		WB		NB			
HCM Control Delay, s	0		2.1		8.7			
HCM LOS					A			
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	950		1061		-	-	1593	-
HCM Lane V/C Ratio	0.034		0.023		-	-	0.005	-
HCM Control Delay (s)	8.9		8.5		-	-	7.3	-
HCM Lane LOS	A		A		-	-	A	-
HCM 95th %tile Q(veh)	0.1		0.1		-	-	0	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	47	62	47	32	46
Future Vol, veh/h	59	47	62	47	32	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	50	66	50	34	49
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	113	0	270	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	719	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	849	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	687	970
Mov Cap-2 Maneuver	-	-	-	-	687	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	811	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.3		9.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	687	970	-	-	1476	-
HCM Lane V/C Ratio	0.05	0.05	-	-	0.045	-
HCM Control Delay (s)	10.5	8.9	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h	11	9	8	17	27	20
Future Vol, veh/h	11	9	8	17	27	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	12	10	22	35	26

Major/Minor	Major1	Major2	Minor1
-------------	--------	--------	--------

Conflicting Flow All	0	0	26	0	62	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1588	-	944	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1588	-	938	1058
Mov Cap-2 Maneuver	-	-	-	-	938	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	974	-

Approach	EB	WB	NB
----------	----	----	----

HCM Control Delay, s	0	2.3	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
-----------------------	-------	-------	-----	-----	-----	-----

Capacity (veh/h)	938	1058	-	-	1588	-
HCM Lane V/C Ratio	0.037	0.024	-	-	0.006	-
HCM Control Delay (s)	9	8.5	-	-	7.3	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	61	49	63	48	34	48
Future Vol, veh/h	61	49	63	48	34	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	52	67	51	36	51
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	117	0	276	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1471	-	714	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1471	-	681	967
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	808	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.3		9.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	681	967	-	-	1471	-
HCM Lane V/C Ratio	0.053	0.053	-	-	0.046	-
HCM Control Delay (s)	10.6	8.9	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	7	6	15	25	19
Future Vol, veh/h	10	7	6	15	25	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	9	8	19	32	24
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	22	0	53	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1593	-	955	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1593	-	950	1061
Mov Cap-2 Maneuver	-	-	-	-	950	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	982	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.1		8.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	950	1061	-	-	1593	-
HCM Lane V/C Ratio	0.034	0.023	-	-	0.005	-
HCM Control Delay (s)	8.9	8.5	-	-	7.3	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	47	62	47	32	46
Future Vol, veh/h	59	47	62	47	32	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	50	66	50	34	49
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	113	0	270	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	719	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	849	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	687	970
Mov Cap-2 Maneuver	-	-	-	-	687	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	811	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.3		9.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	687	970	-	-	1476	-
HCM Lane V/C Ratio	0.05	0.05	-	-	0.045	-
HCM Control Delay (s)	10.5	8.9	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Intersection								
Int Delay, s/veh	5							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Vol, veh/h	13	12	9	18	30	22		
Future Vol, veh/h	13	12	9	18	30	22		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	-	-	150	-	0	0		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	78	78	78	78	78	78		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	17	15	12	23	38	28		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	32	0	72	25		
Stage 1	-	-	-	-	25	-		
Stage 2	-	-	-	-	47	-		
Critical Hdwy	-	-	4.12	-	6.42	6.22		
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
Follow-up Hdwy	-	-	2.218	-	3.518	3.318		
Pot Cap-1 Maneuver	-	-	1580	-	932	1051		
Stage 1	-	-	-	-	998	-		
Stage 2	-	-	-	-	975	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1580	-	925	1051		
Mov Cap-2 Maneuver	-	-	-	-	925	-		
Stage 1	-	-	-	-	998	-		
Stage 2	-	-	-	-	967	-		
Approach	EB		WB		NB			
HCM Control Delay, s	0		2.4		8.8			
HCM LOS					A			
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	925		1051		-	-	1580	-
HCM Lane V/C Ratio	0.042		0.027		-	-	0.007	-
HCM Control Delay (s)	9.1		8.5		-	-	7.3	-
HCM Lane LOS	A		A		-	-	A	-
HCM 95th %tile Q(veh)	0.1		0.1		-	-	0	-



Intersection

Int Delay, s/veh 4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h	63	50	64	49	37	50
Future Vol, veh/h	63	50	64	49	37	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	53	68	52	39	53

Major/Minor	Major1	Major2	Minor1
-------------	--------	--------	--------

Conflicting Flow All	0	0	120	0	282	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	708	963
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1468	-	675	963
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	NB
----------	----	----	----

HCM Control Delay, s	0	4.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
-----------------------	-------	-------	-----	-----	-----	-----

Capacity (veh/h)	675	963	-	-	1468	-
HCM Lane V/C Ratio	0.058	0.055	-	-	0.046	-
HCM Control Delay (s)	10.7	9	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	7	6	15	25	19
Future Vol, veh/h	10	7	6	15	25	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	9	8	19	32	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	53	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1593	-	955	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1593	-	950	1061
Mov Cap-2 Maneuver	-	-	-	-	950	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	982	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.1		8.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	950	1061	-	-	1593	-
HCM Lane V/C Ratio	0.034	0.023	-	-	0.005	-
HCM Control Delay (s)	8.9	8.5	-	-	7.3	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	47	62	47	32	46
Future Vol, veh/h	59	47	62	47	32	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	50	66	50	34	49
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	113	0	270	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	719	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	849	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	687	970
Mov Cap-2 Maneuver	-	-	-	-	687	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	811	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.3		9.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	687	970	-	-	1476	-
HCM Lane V/C Ratio	0.05	0.05	-	-	0.045	-
HCM Control Delay (s)	10.5	8.9	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Intersection								
Int Delay, s/veh	5							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Vol, veh/h	13	12	9	18	30	22		
Future Vol, veh/h	13	12	9	18	30	22		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	-	-	150	-	0	0		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	78	78	78	78	78	78		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	17	15	12	23	38	28		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	32	0	72	25		
Stage 1	-	-	-	-	25	-		
Stage 2	-	-	-	-	47	-		
Critical Hdwy	-	-	4.12	-	6.42	6.22		
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
Follow-up Hdwy	-	-	2.218	-	3.518	3.318		
Pot Cap-1 Maneuver	-	-	1580	-	932	1051		
Stage 1	-	-	-	-	998	-		
Stage 2	-	-	-	-	975	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1580	-	925	1051		
Mov Cap-2 Maneuver	-	-	-	-	925	-		
Stage 1	-	-	-	-	998	-		
Stage 2	-	-	-	-	967	-		
Approach	EB		WB		NB			
HCM Control Delay, s	0		2.4		8.8			
HCM LOS					A			
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	925		1051		-	-	1580	-
HCM Lane V/C Ratio	0.042		0.027		-	-	0.007	-
HCM Control Delay (s)	9.1		8.5		-	-	7.3	-
HCM Lane LOS	A		A		-	-	A	-
HCM 95th %tile Q(veh)	0.1		0.1		-	-	0	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	50	64	49	37	50
Future Vol, veh/h	63	50	64	49	37	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	53	68	52	39	53
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	120	0	282	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	708	963
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	675	963
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	805	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	4.3	9.7			
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	675	963	-	-	1468	-
HCM Lane V/C Ratio	0.058	0.055	-	-	0.046	-
HCM Control Delay (s)	10.7	9	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Timings  
11: Sable Boulevard & Centrepont Drive

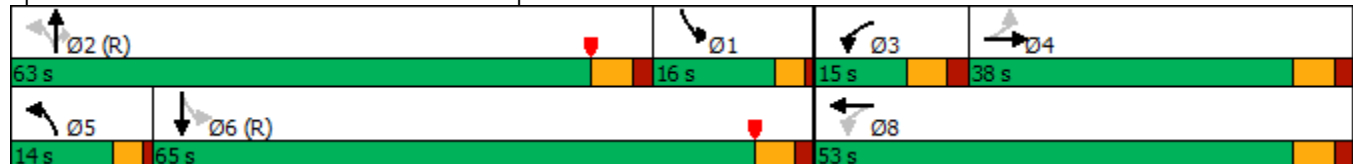
2023 Existing AM  
10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	4	24	16	28	361	29	37	237
Future Volume (vph)	4	4	24	16	28	361	29	37	237
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 132  
 Actuated Cycle Length: 132  
 Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive



# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2023 Existing AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	4	22	24	16	54	28	361	29	37	237	15
Future Volume (veh/h)	4	4	22	24	16	54	28	361	29	37	237	15
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	5	5	20	28	19	63	33	420	17	43	276	17
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	12	49	129	190	170	509	1535	684	957	2535	155
Arrive On Green	0.04	0.04	0.04	0.02	0.11	0.11	0.03	0.43	0.43	0.65	1.00	1.00
Sat Flow, veh/h	1316	327	1308	1781	1777	1585	1781	3554	1585	1781	3401	208
Grp Volume(v), veh/h	5	0	25	28	19	63	33	420	17	43	144	149
Grp Sat Flow(s),veh/h/ln	1316	0	1635	1781	1777	1585	1781	1777	1585	1781	1777	1833
Q Serve(g_s), s	0.5	0.0	2.0	1.9	1.3	4.9	1.5	10.1	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	2.0	1.9	1.3	4.9	1.5	10.1	0.6	0.0	0.0	0.0
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	104	0	61	129	190	170	509	1535	684	957	1324	1366
V/C Ratio(X)	0.05	0.00	0.41	0.22	0.10	0.37	0.06	0.27	0.02	0.04	0.11	0.11
Avail Cap(c_a), veh/h	374	0	396	207	633	564	597	1535	684	957	1324	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	61.4	0.0	62.1	57.2	53.2	54.8	22.9	24.2	13.7	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.4	0.8	0.2	1.3	0.1	0.4	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	1.6	1.6	1.1	3.6	1.1	7.8	0.6	0.4	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	66.5	58.1	53.4	56.2	23.0	24.6	13.8	3.9	0.2	0.2
LnGrp LOS	E	A	E	E	D	E	C	C	B	A	A	A
Approach Vol, veh/h	30		110				470		336			
Approach Delay, s/veh	65.7		56.2				24.1		0.6			
Approach LOS	E		E				C		A			
Timer - Assigned Phs												
1	2	3	4	5	6	8						
Phs Duration (G+Y+Rc), s	48.9	63.0	9.2	10.9	7.5	104.4	20.1					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+l1), s	2.0	12.1	3.9	4.0	3.5	2.0	6.9					
Green Ext Time (p_c), s	0.0	3.2	0.0	0.1	0.0	1.9	0.5					

### Intersection Summary

HCM 6th Ctrl Delay 20.8

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.

Timings  
11: Sable Boulevard & Centrepont Drive

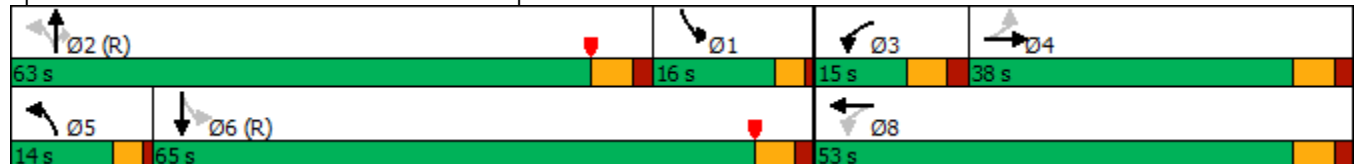
2023 Existing PM  
10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	97	51	42	41	84	459	18	35	583
Future Volume (vph)	97	51	42	41	84	459	18	35	583
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 132  
 Actuated Cycle Length: 132  
 Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive





HCM 6th Signalized Intersection Summary  
11: Sable Boulevard & Centrepont Drive

2023 Existing PM  
10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	51	109	42	41	28	84	459	18	35	583	90
Future Volume (veh/h)	97	51	109	42	41	28	84	459	18	35	583	90
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	100	53	107	43	42	29	87	473	4	36	601	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	65	131	137	404	253	401	1535	684	783	1982	306
Arrive On Green	0.12	0.12	0.12	0.03	0.19	0.19	0.04	0.43	0.43	0.48	1.00	1.00
Sat Flow, veh/h	1329	553	1116	1781	2096	1314	1781	3554	1585	1781	3085	476
Grp Volume(v), veh/h	100	0	160	43	35	36	87	473	4	36	346	348
Grp Sat Flow(s),veh/h/ln	1329	0	1669	1781	1777	1634	1781	1777	1585	1781	1777	1785
Q Serve(g_s), s	9.5	0.0	12.4	2.7	2.1	2.4	4.0	11.5	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.5	0.0	12.4	2.7	2.1	2.4	4.0	11.5	0.1	0.0	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.80	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	210	0	196	137	342	315	401	1535	684	783	1141	1146
V/C Ratio(X)	0.48	0.00	0.82	0.31	0.10	0.11	0.22	0.31	0.01	0.05	0.30	0.30
Avail Cap(c_a), veh/h	377	0	405	205	633	582	458	1535	684	783	1141	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	55.6	0.0	56.9	48.3	43.9	44.0	23.6	24.6	13.2	8.7	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	8.1	1.3	0.1	0.2	0.3	0.5	0.0	0.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	0.0	9.6	2.3	1.7	1.8	3.1	8.7	0.1	0.6	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	0.0	65.0	49.5	44.0	44.1	23.9	25.1	13.2	8.7	0.7	0.7
LnGrp LOS	E	A	E	D	D	D	C	C	B	A	A	A
Approach Vol, veh/h	260				114		564				730	
Approach Delay, s/veh	62.0				46.1		24.8				1.1	
Approach LOS	E				D		C				A	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	37.6	63.0	10.0	21.5	9.8	90.8	31.4					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+I1), s	2.0	13.5	4.7	14.4	6.0	2.0	4.4					
Green Ext Time (p_c), s	0.0	3.6	0.0	1.1	0.1	5.1	0.4					
Intersection Summary												
HCM 6th Ctrl Delay			21.7									
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.												

# Timings 11: Sable Boulevard & Centrepont Drive

2025 Background AM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	4	25	16	28	376	30	38	247
Future Volume (vph)	4	4	25	16	28	376	30	38	247
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 132

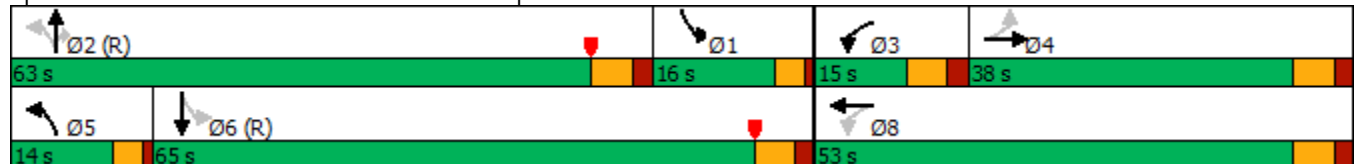
Actuated Cycle Length: 132

Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive



# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2025 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	4	22	25	16	56	28	376	30	38	247	15
Future Volume (veh/h)	4	4	22	25	16	56	28	376	30	38	247	15
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	5	5	20	29	19	65	33	437	18	44	287	17
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	12	49	130	191	170	505	1535	684	948	2539	150
Arrive On Green	0.04	0.04	0.04	0.02	0.11	0.11	0.03	0.43	0.43	0.65	1.00	1.00
Sat Flow, veh/h	1314	327	1308	1781	1777	1585	1781	3554	1585	1781	3410	201
Grp Volume(v), veh/h	5	0	25	29	19	65	33	437	18	44	149	155
Grp Sat Flow(s),veh/h/ln	1314	0	1635	1781	1777	1585	1781	1777	1585	1781	1777	1834
Q Serve(g_s), s	0.5	0.0	2.0	2.0	1.3	5.0	1.5	10.5	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	2.0	2.0	1.3	5.0	1.5	10.5	0.7	0.0	0.0	0.0
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	104	0	61	130	191	170	505	1535	684	948	1323	1366
V/C Ratio(X)	0.05	0.00	0.41	0.22	0.10	0.38	0.07	0.28	0.03	0.05	0.11	0.11
Avail Cap(c_a), veh/h	373	0	396	207	633	564	593	1535	684	948	1323	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	61.4	0.0	62.1	57.2	53.1	54.8	22.9	24.3	13.7	4.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.4	0.9	0.2	1.4	0.1	0.5	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	1.6	1.7	1.1	3.8	1.1	8.1	0.6	0.4	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	66.5	58.0	53.4	56.2	23.0	24.8	13.7	4.1	0.2	0.2
LnGrp LOS	E	A	E	E	D	E	C	C	B	A	A	A
Approach Vol, veh/h	30		113				488		348			
Approach Delay, s/veh	65.7		56.2				24.2		0.7			
Approach LOS	E		E				C		A			
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	48.8	63.0	9.3	10.9	7.5	104.3	20.2					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+l1), s	2.0	12.5	4.0	4.0	3.5	2.0	7.0					
Green Ext Time (p_c), s	0.0	3.3	0.0	0.1	0.0	1.9	0.5					

### Intersection Summary

HCM 6th Ctrl Delay 20.8

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.

# Timings

## 11: Sable Boulevard & Centrepont Drive

2025 Background PM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	97	51	44	41	84	478	19	36	607
Future Volume (vph)	97	51	44	41	84	478	19	36	607
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

### Intersection Summary

Cycle Length: 132

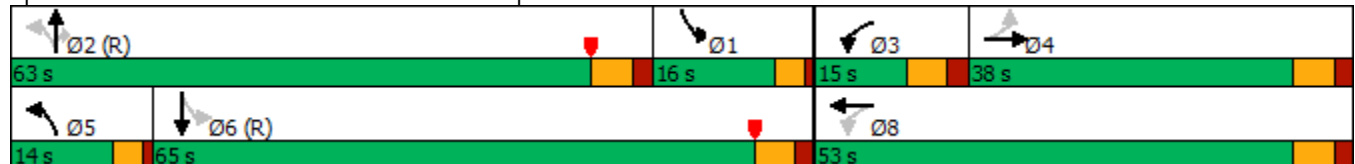
Actuated Cycle Length: 132

Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive



# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2025 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	51	109	44	41	29	84	478	19	36	607	90
Future Volume (veh/h)	97	51	109	44	41	29	84	478	19	36	607	90
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	100	53	107	45	42	30	87	493	5	37	626	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	65	131	138	400	259	395	1535	684	772	1992	295
Arrive On Green	0.12	0.12	0.12	0.03	0.19	0.19	0.04	0.43	0.43	0.48	1.00	1.00
Sat Flow, veh/h	1328	553	1116	1781	2069	1338	1781	3554	1585	1781	3104	460
Grp Volume(v), veh/h	100	0	160	45	35	37	87	493	5	37	358	361
Grp Sat Flow(s),veh/h/ln	1328	0	1669	1781	1777	1630	1781	1777	1585	1781	1777	1787
Q Serve(g_s), s	9.5	0.0	12.4	2.9	2.2	2.4	4.0	12.1	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.5	0.0	12.4	2.9	2.2	2.4	4.0	12.1	0.2	0.0	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.82	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	210	0	196	138	343	315	395	1535	684	772	1140	1147
V/C Ratio(X)	0.48	0.00	0.82	0.33	0.10	0.12	0.22	0.32	0.01	0.05	0.31	0.31
Avail Cap(c_a), veh/h	377	0	405	205	633	580	452	1535	684	772	1140	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	55.6	0.0	56.9	48.2	43.8	43.9	23.6	24.7	13.2	8.9	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	8.1	1.4	0.1	0.2	0.3	0.6	0.0	0.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	0.0	9.6	2.4	1.8	1.8	3.1	9.0	0.2	0.6	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	0.0	65.0	49.6	44.0	44.1	23.9	25.3	13.2	8.9	0.7	0.7
LnGrp LOS	E	A	E	D	D	D	C	C	B	A	A	A
Approach Vol, veh/h	260		117				585			756		
Approach Delay, s/veh	62.0		46.2				25.0			1.1		
Approach LOS	E		D				C			A		
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	37.5	63.0	10.0	21.5	9.8	90.7	31.5					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+I1), s	2.0	14.1	4.9	14.4	6.0	2.0	4.4					
Green Ext Time (p_c), s	0.0	3.8	0.0	1.1	0.1	5.3	0.4					
Intersection Summary												
HCM 6th Ctrl Delay			21.5									
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.												

Timings  
11: Sable Boulevard & Centrepont Drive

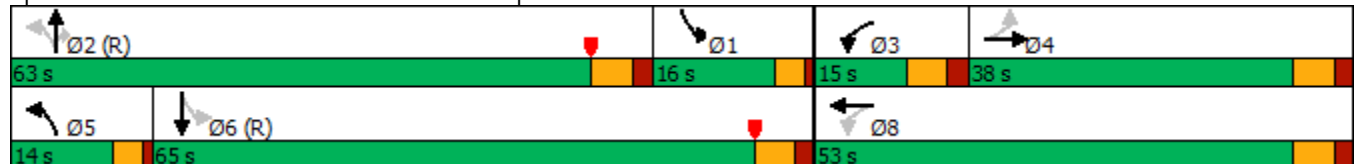
2025 Total AM  
12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	8	25	19	34	376	30	38	247
Future Volume (vph)	19	8	25	19	34	376	30	38	247
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 132  
 Actuated Cycle Length: 132  
 Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive



# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2025 Total AM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	8	30	25	19	56	34	376	30	38	247	27
Future Volume (veh/h)	19	8	30	25	19	56	34	376	30	38	247	27
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	22	9	29	29	22	65	40	437	18	44	287	31
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	15	49	122	195	174	502	1535	684	944	2396	257
Arrive On Green	0.04	0.04	0.04	0.02	0.11	0.11	0.03	0.43	0.43	0.64	1.00	1.00
Sat Flow, veh/h	1310	389	1255	1781	1777	1585	1781	3554	1585	1781	3238	347
Grp Volume(v), veh/h	22	0	38	29	22	65	40	437	18	44	156	162
Grp Sat Flow(s),veh/h/ln	1310	0	1644	1781	1777	1585	1781	1777	1585	1781	1777	1808
Q Serve(g_s), s	2.2	0.0	3.0	2.0	1.5	5.0	1.8	10.5	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	3.0	2.0	1.5	5.0	1.8	10.5	0.7	0.0	0.0	0.0
Prop In Lane	1.00		0.76	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	106	0	65	122	195	174	502	1535	684	944	1315	1338
V/C Ratio(X)	0.21	0.00	0.59	0.24	0.11	0.37	0.08	0.28	0.03	0.05	0.12	0.12
Avail Cap(c_a), veh/h	372	0	399	199	633	564	585	1535	684	944	1315	1338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	61.9	0.0	62.3	57.0	53.0	54.6	23.0	24.3	13.7	4.1	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	8.2	1.0	0.3	1.3	0.1	0.5	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	2.5	1.7	1.2	3.7	1.4	8.1	0.6	0.4	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	0.0	70.5	58.0	53.2	55.9	23.1	24.8	13.7	4.1	0.2	0.2
LnGrp LOS	E	A	E	E	D	E	C	C	B	A	A	A
Approach Vol, veh/h	60		116				495			362		
Approach Delay, s/veh	67.7		55.9				24.2			0.7		
Approach LOS	E		E				C			A		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	48.5	63.0	9.3	11.2	7.8	103.7	20.5					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+I1), s	2.0	12.5	4.0	5.0	3.8	2.0	7.0					
Green Ext Time (p_c), s	0.0	3.3	0.0	0.2	0.0	2.0	0.5					
Intersection Summary												
HCM 6th Ctrl Delay			22.1									
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.												

Timings  
11: Sable Boulevard & Centrepont Drive

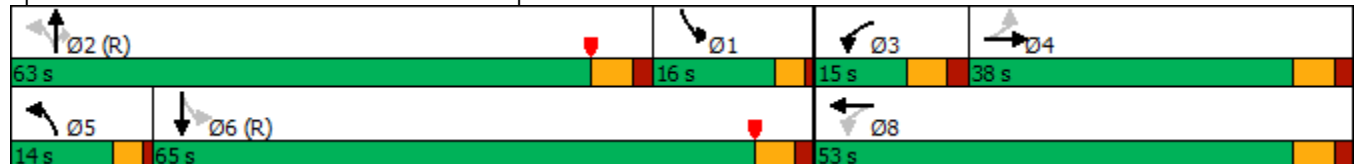
2025 Total PM  
12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	108	54	44	45	92	478	19	36	607
Future Volume (vph)	108	54	44	45	92	478	19	36	607
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 132  
 Actuated Cycle Length: 132  
 Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive





# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2025 Total PM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	54	115	44	45	29	92	478	19	36	607	106
Future Volume (veh/h)	108	54	115	44	45	29	92	478	19	36	607	106
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	56	114	45	46	30	95	493	5	37	626	109
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	68	138	139	428	255	394	1535	684	761	1913	332
Arrive On Green	0.12	0.12	0.12	0.03	0.20	0.20	0.05	0.43	0.43	0.46	1.00	1.00
Sat Flow, veh/h	1323	550	1119	1781	2142	1276	1781	3554	1585	1781	3026	526
Grp Volume(v), veh/h	111	0	170	45	37	39	95	493	5	37	367	368
Grp Sat Flow(s),veh/h/ln	1323	0	1669	1781	1777	1641	1781	1777	1585	1781	1777	1776
Q Serve(g_s), s	10.6	0.0	13.1	2.8	2.3	2.5	4.3	12.1	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.6	0.0	13.1	2.8	2.3	2.5	4.3	12.1	0.2	0.0	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.78	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	218	0	206	139	355	328	394	1535	684	761	1123	1122
V/C Ratio(X)	0.51	0.00	0.82	0.32	0.11	0.12	0.24	0.32	0.01	0.05	0.33	0.33
Avail Cap(c_a), veh/h	375	0	405	206	633	584	446	1535	684	761	1123	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	55.3	0.0	56.4	47.6	43.2	43.3	23.7	24.7	13.2	9.3	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	8.0	1.3	0.1	0.2	0.3	0.6	0.0	0.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.0	10.0	2.4	1.8	1.9	3.4	9.0	0.2	0.6	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	0.0	64.4	49.0	43.3	43.4	24.1	25.3	13.2	9.3	0.7	0.7
LnGrp LOS	E	A	E	D	D	D	C	C	B	A	A	A
Approach Vol, veh/h		281			121			593			772	
Approach Delay, s/veh		61.6			45.5			25.0			1.2	
Approach LOS		E			D			C			A	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	36.6	63.0	10.0	22.3	10.2	89.4		32.4				
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0		47.0				
Max Q Clear Time (g_c+I1), s	2.0	14.1	4.8	15.1	6.3	2.0		4.5				
Green Ext Time (p_c), s	0.0	3.8	0.0	1.2	0.1	5.5		0.4				

### Intersection Summary

HCM 6th Ctrl Delay	21.8
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.

# Timings 11: Sable Boulevard & Centrepont Drive

2027 Background AM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	4	26	16	28	391	31	40	257
Future Volume (vph)	4	4	26	16	28	391	31	40	257
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 132

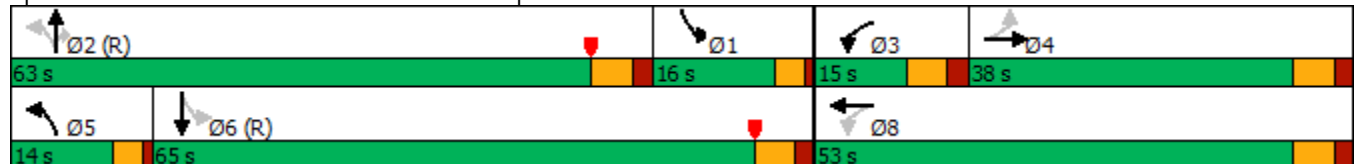
Actuated Cycle Length: 132

Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive



# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2027 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	4	22	26	16	58	28	391	31	40	257	15
Future Volume (veh/h)	4	4	22	26	16	58	28	391	31	40	257	15
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	5	5	20	30	19	67	33	455	19	47	299	17
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	12	49	131	192	171	501	1535	684	938	2544	144
Arrive On Green	0.04	0.04	0.04	0.03	0.11	0.11	0.03	0.43	0.43	0.65	1.00	1.00
Sat Flow, veh/h	1311	327	1308	1781	1777	1585	1781	3554	1585	1781	3419	194
Grp Volume(v), veh/h	5	0	25	30	19	67	33	455	19	47	155	161
Grp Sat Flow(s),veh/h/ln	1311	0	1635	1781	1777	1585	1781	1777	1585	1781	1777	1836
Q Serve(g_s), s	0.5	0.0	2.0	2.1	1.3	5.2	1.5	11.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	2.0	2.1	1.3	5.2	1.5	11.0	0.7	0.0	0.0	0.0
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	104	0	61	131	192	171	501	1535	684	938	1322	1366
V/C Ratio(X)	0.05	0.00	0.41	0.23	0.10	0.39	0.07	0.30	0.03	0.05	0.12	0.12
Avail Cap(c_a), veh/h	372	0	396	207	633	564	588	1535	684	938	1322	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	61.4	0.0	62.1	57.2	53.1	54.8	22.9	24.4	13.6	4.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.3	0.9	0.2	1.5	0.1	0.5	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	1.6	1.8	1.1	3.9	1.1	8.4	0.6	0.4	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	66.5	58.0	53.3	56.3	23.0	24.9	13.7	4.2	0.2	0.2
LnGrp LOS	E	A	E	E	D	E	C	C	B	A	A	A
Approach Vol, veh/h	30		116				507		363			
Approach Delay, s/veh	65.6		56.2				24.4		0.7			
Approach LOS	E		E				C		A			
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	48.7	63.0	9.3	10.9	7.5	104.2	20.3					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+I1), s	2.0	13.0	4.1	4.0	3.5	2.0	7.2					
Green Ext Time (p_c), s	0.0	3.5	0.0	0.1	0.0	2.0	0.5					

### Intersection Summary

HCM 6th Ctrl Delay 20.8

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.

# Timings 11: Sable Boulevard & Centrepont Drive

2027 Background PM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	97	51	45	41	84	497	19	38	631
Future Volume (vph)	97	51	45	41	84	497	19	38	631
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

## Intersection Summary

Cycle Length: 132

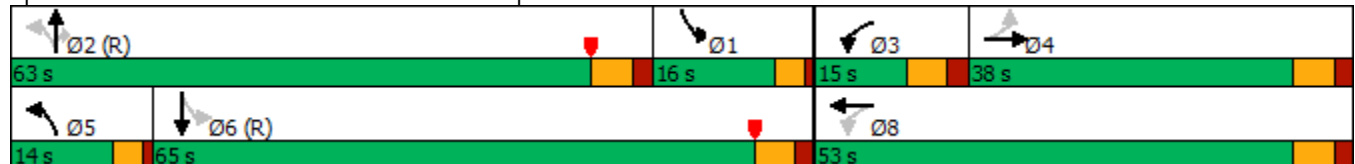
Actuated Cycle Length: 132

Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive



# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2027 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	51	109	45	41	30	84	497	19	38	631	90
Future Volume (veh/h)	97	51	109	45	41	30	84	497	19	38	631	90
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	100	53	107	46	42	31	87	512	5	39	651	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	65	131	139	395	263	389	1535	684	763	2003	286
Arrive On Green	0.12	0.12	0.12	0.03	0.19	0.19	0.04	0.43	0.43	0.48	1.00	1.00
Sat Flow, veh/h	1327	553	1116	1781	2042	1360	1781	3554	1585	1781	3122	445
Grp Volume(v), veh/h	100	0	160	46	36	37	87	512	5	39	370	374
Grp Sat Flow(s),veh/h/ln	1327	0	1669	1781	1777	1625	1781	1777	1585	1781	1777	1790
Q Serve(g_s), s	9.5	0.0	12.4	2.9	2.2	2.5	4.0	12.6	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.5	0.0	12.4	2.9	2.2	2.5	4.0	12.6	0.2	0.0	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.84	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	210	0	196	139	344	315	389	1535	684	763	1140	1149
V/C Ratio(X)	0.48	0.00	0.82	0.33	0.10	0.12	0.22	0.33	0.01	0.05	0.32	0.33
Avail Cap(c_a), veh/h	376	0	405	205	633	579	446	1535	684	763	1140	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	55.6	0.0	56.9	48.2	43.8	43.9	23.6	24.9	13.2	9.1	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	8.1	1.4	0.1	0.2	0.3	0.6	0.0	0.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	0.0	9.6	2.5	1.8	1.8	3.1	9.3	0.2	0.7	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	0.0	65.0	49.6	43.9	44.1	23.9	25.5	13.2	9.1	0.7	0.7
LnGrp LOS	E	A	E	D	D	D	C	C	B	A	A	A
Approach Vol, veh/h	260		119			604			783			
Approach Delay, s/veh	62.0		46.2			25.2			1.1			
Approach LOS	E		D			C			A			
Timer - Assigned Phs												
1	2	3	4	5	6	8						
Phs Duration (G+Y+Rc), s	37.4	63.0	10.1	21.5	9.8	90.7	31.6					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+I1), s	2.0	14.6	4.9	14.4	6.0	2.0	4.5					
Green Ext Time (p_c), s	0.0	3.9	0.0	1.1	0.1	5.6	0.4					
Intersection Summary												
HCM 6th Ctrl Delay			21.4									
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.												

Timings  
11: Sable Boulevard & Centrepont Drive

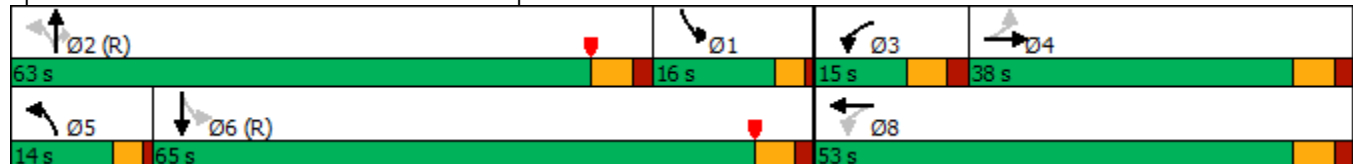
2027 Total AM  
12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	35	12	26	24	44	391	31	40	257
Future Volume (vph)	35	12	26	24	44	391	31	40	257
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 132  
 Actuated Cycle Length: 132  
 Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive



# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2027 Total AM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	12	37	26	24	58	44	391	31	40	257	47
Future Volume (veh/h)	35	12	37	26	24	58	44	391	31	40	257	47
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	41	14	37	30	28	67	51	455	19	47	299	55
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	22	59	125	212	189	491	1535	684	917	2184	397
Arrive On Green	0.05	0.05	0.05	0.03	0.12	0.12	0.03	0.43	0.43	0.62	1.00	1.00
Sat Flow, veh/h	1301	454	1200	1781	1777	1585	1781	3554	1585	1781	3003	546
Grp Volume(v), veh/h	41	0	51	30	28	67	51	455	19	47	175	179
Grp Sat Flow(s),veh/h/ln	1301	0	1654	1781	1777	1585	1781	1777	1585	1781	1777	1772
Q Serve(g_s), s	4.1	0.0	4.0	2.1	1.9	5.1	2.3	11.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	4.0	2.1	1.9	5.1	2.3	11.0	0.7	0.0	0.0	0.0
Prop In Lane	1.00		0.73	1.00		1.00	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	118	0	81	125	212	189	491	1535	684	917	1292	1289
V/C Ratio(X)	0.35	0.00	0.63	0.24	0.13	0.35	0.10	0.30	0.03	0.05	0.14	0.14
Avail Cap(c_a), veh/h	370	0	401	201	633	564	569	1535	684	917	1292	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	61.7	0.0	61.6	55.8	52.0	53.4	23.1	24.4	13.6	4.7	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	7.9	1.0	0.3	1.1	0.1	0.5	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	3.3	1.7	1.5	3.8	1.8	8.4	0.6	0.5	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	0.0	69.5	56.8	52.3	54.5	23.2	24.9	13.7	4.7	0.2	0.2
LnGrp LOS	E	A	E	E	D	D	C	C	B	A	A	A
Approach Vol, veh/h	92		125				525				401	
Approach Delay, s/veh	66.8		54.6				24.4				0.7	
Approach LOS	E		D				C				A	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	47.2	63.0	9.3	12.4	8.2	102.0	21.8					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+l1), s	2.0	13.0	4.1	6.1	4.3	2.0	7.1					
Green Ext Time (p_c), s	0.0	3.5	0.0	0.4	0.0	2.3	0.6					

### Intersection Summary

HCM 6th Ctrl Delay	22.8
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.

Timings  
11: Sable Boulevard & Centrepont Drive

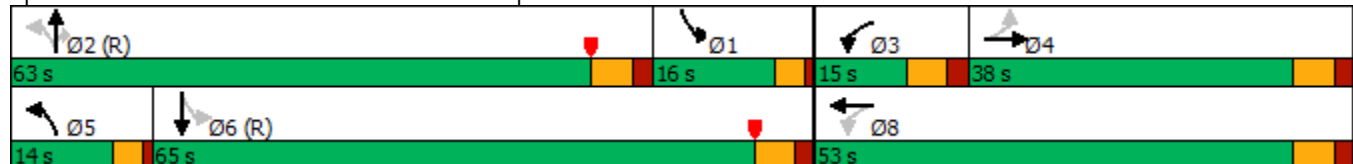
2027 Total PM  
12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	119	56	45	50	102	497	19	38	631
Future Volume (vph)	119	56	45	50	102	497	19	38	631
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 132  
 Actuated Cycle Length: 132  
 Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive





# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2027 Total PM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	56	120	45	50	30	102	497	19	38	631	125
Future Volume (veh/h)	119	56	120	45	50	30	102	497	19	38	631	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	58	119	46	52	31	105	512	5	39	651	129
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	70	144	140	453	249	388	1535	684	743	1842	365
Arrive On Green	0.13	0.13	0.13	0.03	0.20	0.20	0.05	0.43	0.43	0.45	1.00	1.00
Sat Flow, veh/h	1315	547	1122	1781	2213	1216	1781	3554	1585	1781	2957	585
Grp Volume(v), veh/h	123	0	177	46	41	42	105	512	5	39	391	389
Grp Sat Flow(s),veh/h/ln	1315	0	1668	1781	1777	1652	1781	1777	1585	1781	1777	1765
Q Serve(g_s), s	11.9	0.0	13.7	2.9	2.5	2.7	4.8	12.6	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.9	0.0	13.7	2.9	2.5	2.7	4.8	12.6	0.2	0.0	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.74	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	223	0	214	140	364	338	388	1535	684	743	1107	1100
V/C Ratio(X)	0.55	0.00	0.83	0.33	0.11	0.12	0.27	0.33	0.01	0.05	0.35	0.35
Avail Cap(c_a), veh/h	373	0	404	206	633	588	432	1535	684	743	1107	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	55.3	0.0	56.1	47.2	42.7	42.8	23.9	24.9	13.2	9.8	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	7.9	1.4	0.1	0.2	0.4	0.6	0.0	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.0	10.3	2.4	2.0	2.1	3.8	9.3	0.2	0.7	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	0.0	64.0	48.5	42.9	43.0	24.3	25.5	13.2	9.8	0.8	0.8
LnGrp LOS	E	A	E	D	D	D	C	C	B	A	A	A
Approach Vol, veh/h	300		129				622		819			
Approach Delay, s/veh	61.3		44.9				25.2		1.3			
Approach LOS	E		D				C		A			
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	36.0	63.0	10.1	22.9	10.7	88.3	33.0					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+I1), s	2.0	14.6	4.9	15.7	6.8	2.0	4.7					
Green Ext Time (p_c), s	0.0	3.9	0.0	1.3	0.1	6.0	0.5					
Intersection Summary												
HCM 6th Ctrl Delay	21.9											
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.												

# Timings

## 11: Sable Boulevard & Centrepont Drive

2040 Background AM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	4	34	16	28	505	41	52	332
Future Volume (vph)	4	4	34	16	28	505	41	52	332
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

### Intersection Summary

Cycle Length: 132

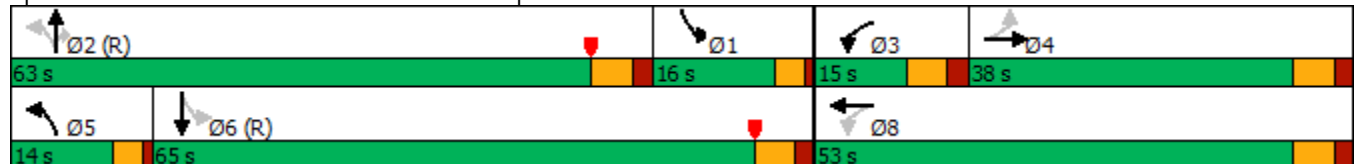
Actuated Cycle Length: 132

Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive



# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2040 Background AM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	4	22	34	16	76	28	505	41	52	332	15
Future Volume (veh/h)	4	4	22	34	16	76	28	505	41	52	332	15
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	5	5	20	40	19	88	33	587	31	60	386	17
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	12	49	138	199	178	470	1535	684	869	2566	113
Arrive On Green	0.04	0.04	0.04	0.03	0.11	0.11	0.03	0.43	0.43	0.64	1.00	1.00
Sat Flow, veh/h	1287	327	1308	1781	1777	1585	1781	3554	1585	1781	3467	152
Grp Volume(v), veh/h	5	0	25	40	19	88	33	587	31	60	197	206
Grp Sat Flow(s),veh/h/ln	1287	0	1635	1781	1777	1585	1781	1777	1585	1781	1777	1843
Q Serve(g_s), s	0.5	0.0	2.0	2.8	1.3	6.9	1.5	14.8	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	2.0	2.8	1.3	6.9	1.5	14.8	1.2	0.0	0.0	0.0
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	103	0	62	138	199	178	470	1535	684	869	1315	1364
V/C Ratio(X)	0.05	0.00	0.41	0.29	0.10	0.49	0.07	0.38	0.05	0.07	0.15	0.15
Avail Cap(c_a), veh/h	366	0	396	207	633	564	558	1535	684	869	1315	1364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	61.4	0.0	62.1	57.0	52.6	55.1	22.9	25.5	13.5	5.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.3	1.1	0.2	2.1	0.1	0.7	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	1.6	2.3	1.0	5.2	1.1	10.6	1.1	0.7	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	66.3	58.1	52.8	57.2	23.0	26.2	13.6	5.2	0.2	0.2
LnGrp LOS	E	A	E	E	D	E	C	C	B	A	A	A
Approach Vol, veh/h	30		147		651		463					
Approach Delay, s/veh	65.5		56.9		25.5		0.9					
Approach LOS	E		E		C		A					
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	48.2	63.0	9.8	11.0	7.5	103.7	20.8					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+I1), s	2.0	16.8	4.8	4.0	3.5	2.0	8.9					
Green Ext Time (p_c), s	0.1	4.7	0.0	0.1	0.0	2.6	0.7					

### Intersection Summary

HCM 6th Ctrl Delay 21.2

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.

Timings  
11: Sable Boulevard & Centrepont Drive

2040 Background PM

10/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	97	51	59	41	84	643	25	49	816
Future Volume (vph)	97	51	59	41	84	643	25	49	816
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 132

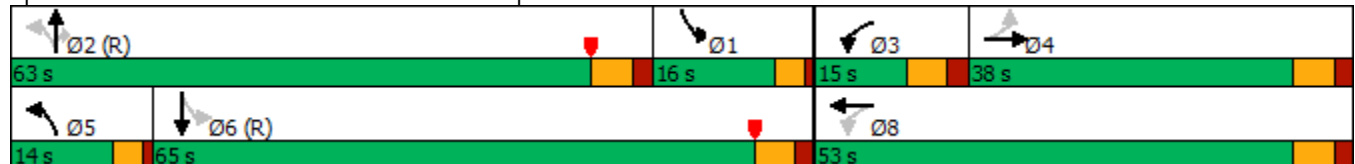
Actuated Cycle Length: 132

Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive



# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2040 Background PM

10/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	51	109	59	41	39	84	643	25	49	816	90
Future Volume (veh/h)	97	51	109	59	41	39	84	643	25	49	816	90
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	100	53	107	61	42	40	87	663	11	51	841	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	65	131	155	372	311	347	1535	684	682	2041	226
Arrive On Green	0.12	0.12	0.12	0.04	0.20	0.20	0.04	0.43	0.43	0.46	1.00	1.00
Sat Flow, veh/h	1316	553	1116	1781	1834	1537	1781	3554	1585	1781	3226	357
Grp Volume(v), veh/h	100	0	160	61	41	41	87	663	11	51	463	471
Grp Sat Flow(s),veh/h/ln	1316	0	1669	1781	1777	1594	1781	1777	1585	1781	1777	1806
Q Serve(g_s), s	9.6	0.0	12.4	3.9	2.5	2.8	4.0	17.2	0.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.6	0.0	12.4	3.9	2.5	2.8	4.0	17.2	0.4	0.0	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.96	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	209	0	196	155	360	323	347	1535	684	682	1124	1142
V/C Ratio(X)	0.48	0.00	0.82	0.39	0.11	0.13	0.25	0.43	0.02	0.07	0.41	0.41
Avail Cap(c_a), veh/h	374	0	405	205	633	567	404	1535	684	682	1124	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	55.7	0.0	56.9	47.6	42.9	43.1	23.6	26.2	12.7	11.4	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	8.1	1.6	0.1	0.2	0.4	0.9	0.0	0.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	0.0	9.6	3.2	2.0	2.0	3.1	12.0	0.4	1.0	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	0.0	65.0	49.3	43.1	43.3	24.0	27.1	12.8	11.5	1.0	1.0
LnGrp LOS	E	A	E	D	D	D	C	C	B	B	A	A
Approach Vol, veh/h	260					143	761				985	
Approach Delay, s/veh	62.0					45.8	26.5				1.5	
Approach LOS	E					D	C				A	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	36.3	63.0	11.3	21.5	9.8	89.5	32.7					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+I1), s	2.0	19.2	5.9	14.4	6.0	2.0	4.8					
Green Ext Time (p_c), s	0.1	5.3	0.0	1.1	0.1	7.6	0.5					
Intersection Summary												
HCM 6th Ctrl Delay			20.6									
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.												

Timings  
11: Sable Boulevard & Centrepont Drive

2040 Total AM

12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	35	12	34	24	44	505	41	52	332
Future Volume (vph)	35	12	34	24	44	505	41	52	332
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 132

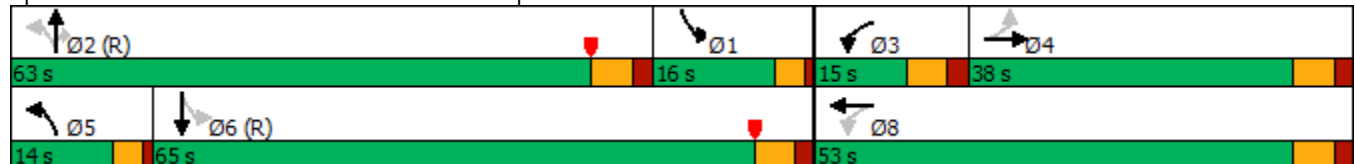
Actuated Cycle Length: 132

Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive



# HCM 6th Signalized Intersection Summary

## 11: Sable Boulevard & Centrepoint Drive

2040 Total AM

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	12	37	34	24	76	44	505	41	52	332	47
Future Volume (veh/h)	35	12	37	34	24	76	44	505	41	52	332	47
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	41	14	37	40	28	88	51	587	31	60	386	55
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	22	59	132	220	197	462	1535	684	848	2259	320
Arrive On Green	0.05	0.05	0.05	0.03	0.12	0.12	0.03	0.43	0.43	0.62	1.00	1.00
Sat Flow, veh/h	1276	454	1200	1781	1777	1585	1781	3554	1585	1781	3125	442
Grp Volume(v), veh/h	41	0	51	40	28	88	51	587	31	60	218	223
Grp Sat Flow(s),veh/h/ln	1276	0	1654	1781	1777	1585	1781	1777	1585	1781	1777	1791
Q Serve(g_s), s	4.2	0.0	4.0	2.7	1.9	6.8	2.3	14.8	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	4.0	2.7	1.9	6.8	2.3	14.8	1.2	0.0	0.0	0.0
Prop In Lane	1.00		0.73	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	118	0	82	132	220	197	462	1535	684	848	1284	1294
V/C Ratio(X)	0.35	0.00	0.62	0.30	0.13	0.45	0.11	0.38	0.05	0.07	0.17	0.17
Avail Cap(c_a), veh/h	364	0	401	202	633	564	540	1535	684	848	1284	1294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	61.6	0.0	61.5	55.6	51.5	53.6	23.1	25.5	13.5	5.8	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	7.6	1.3	0.3	1.6	0.1	0.7	0.1	0.0	0.3	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(95%),veh/ln	2.5	0.0	3.3	2.3	1.5	5.1	1.8	10.6	1.1	0.7	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	0.0	69.1	56.9	51.7	55.2	23.2	26.2	13.6	5.8	0.3	0.3
LnGrp LOS	E	A	E	E	D	E	C	C	B	A	A	A
Approach Vol, veh/h	92		156				669		501			
Approach Delay, s/veh	66.5		55.0				25.4		0.9			
Approach LOS	E		E				C		A			
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	46.6	63.0	9.8	12.5	8.2	101.4	22.4					
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0	6.0					
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0	47.0					
Max Q Clear Time (g_c+I1), s	2.0	16.8	4.7	6.2	4.3	2.0	8.8					
Green Ext Time (p_c), s	0.1	4.7	0.0	0.4	0.0	2.9	0.7					

### Intersection Summary

HCM 6th Ctrl Delay	22.7
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.

Timings  
11: Sable Boulevard & Centrepont Drive

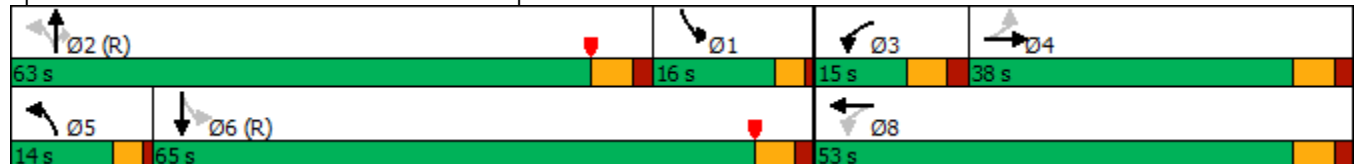
2040 Total PM  
12/12/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	119	56	59	50	102	643	25	49	816
Future Volume (vph)	119	56	59	50	102	643	25	49	816
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	9.5	24.0	24.0	9.5	24.0
Total Split (s)	38.0	38.0	15.0	53.0	14.0	63.0	63.0	16.0	65.0
Total Split (%)	28.8%	28.8%	11.4%	40.2%	10.6%	47.7%	47.7%	12.1%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 132  
 Actuated Cycle Length: 132  
 Offset: 54 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Sable Boulevard & Centrepont Drive





HCM 6th Signalized Intersection Summary  
11: Sable Boulevard & Centrepoint Drive

2040 Total PM  
12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	56	120	59	50	39	102	643	25	49	816	125
Future Volume (veh/h)	119	56	120	59	50	39	102	643	25	49	816	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	58	119	61	52	40	105	663	11	51	841	129
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	70	144	155	428	297	349	1535	684	663	1897	291
Arrive On Green	0.13	0.13	0.13	0.04	0.21	0.21	0.05	0.43	0.43	0.44	1.00	1.00
Sat Flow, veh/h	1304	547	1122	1781	2005	1392	1781	3554	1585	1781	3088	474
Grp Volume(v), veh/h	123	0	177	61	45	47	105	663	11	51	484	486
Grp Sat Flow(s),veh/h/ln	1304	0	1668	1781	1777	1620	1781	1777	1585	1781	1777	1785
Q Serve(g_s), s	12.0	0.0	13.7	3.8	2.7	3.1	4.8	17.2	0.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.0	0.0	13.7	3.8	2.7	3.1	4.8	17.2	0.4	0.0	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.86	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	222	0	214	155	379	346	349	1535	684	663	1092	1097
V/C Ratio(X)	0.55	0.00	0.83	0.39	0.12	0.13	0.30	0.43	0.02	0.08	0.44	0.44
Avail Cap(c_a), veh/h	371	0	404	206	633	577	393	1535	684	663	1092	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	55.4	0.0	56.1	46.6	41.9	42.1	23.9	26.2	12.7	12.2	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	7.9	1.6	0.1	0.2	0.5	0.9	0.0	0.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.0	10.3	3.2	2.2	2.3	3.8	12.0	0.4	1.1	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	0.0	64.0	48.2	42.1	42.2	24.4	27.1	12.8	12.3	1.0	1.0
LnGrp LOS	E	A	E	D	D	D	C	C	B	B	A	A
Approach Vol, veh/h		300			153			779			1021	
Approach Delay, s/veh		61.3			44.6			26.5			1.5	
Approach LOS		E			D			C			A	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	34.8	63.0	11.2	22.9	10.7	87.1		34.2				
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	4.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	* 57	9.0	32.0	10.0	59.0		47.0				
Max Q Clear Time (g_c+I1), s	2.0	19.2	5.8	15.7	6.8	2.0		5.1				
Green Ext Time (p_c), s	0.1	5.3	0.0	1.3	0.1	8.1		0.5				

Intersection Summary

HCM 6th Ctrl Delay	21.0
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	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	34	9	8	25	18
Future Vol, veh/h	22	34	9	8	25	18
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	41	11	10	30	22
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	7.4	7.4	7.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	53%	0%	0%	0%	100%
Vol Right, %	47%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	22	34	25	18
LT Vol	0	22	0	25	0
Through Vol	9	0	0	0	18
RT Vol	8	0	34	0	0
Lane Flow Rate	21	27	41	30	22
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.024	0.038	0.046	0.044	0.028
Departure Headway (Hd)	4.209	5.159	3.958	5.163	4.663
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	843	690	897	691	765
Service Time	2.274	2.918	1.716	2.911	2.411
HCM Lane V/C Ratio	0.025	0.039	0.046	0.043	0.029
HCM Control Delay	7.4	8.1	6.9	8.2	7.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1	0.1

Intersection

Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	131	84	56	161	97	70
Future Vol, veh/h	131	84	56	161	97	70
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	86	57	164	99	71
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	9.6	9.7	9.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	26%	0%	0%	0%	100%
Vol Right, %	74%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	217	131	84	97	70
LT Vol	0	131	0	97	0
Through Vol	56	0	0	0	70
RT Vol	161	0	84	0	0
Lane Flow Rate	221	134	86	99	71
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.289	0.222	0.114	0.16	0.106
Departure Headway (Hd)	4.694	5.987	4.78	5.836	5.332
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	764	598	746	614	670
Service Time	2.738	3.744	2.536	3.585	3.081
HCM Lane V/C Ratio	0.289	0.224	0.115	0.161	0.106
HCM Control Delay	9.7	10.5	8.2	9.7	8.7
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	1.2	0.8	0.4	0.6	0.4

Intersection

Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	34	9	8	25	18
Future Vol, veh/h	22	34	9	8	25	18
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	41	11	10	30	22
Number of Lanes	1	1	1	0	1	1
Approach	WB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		2		1	
Conflicting Approach Left	NB				WB	
Conflicting Lanes Left	1		0		2	
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	2		2		0	
HCM Control Delay	7.4		7.4		7.9	
HCM LOS	A		A		A	

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	53%	0%	0%	0%	100%
Vol Right, %	47%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	22	34	25	18
LT Vol	0	22	0	25	0
Through Vol	9	0	0	0	18
RT Vol	8	0	34	0	0
Lane Flow Rate	21	27	41	30	22
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.024	0.038	0.046	0.044	0.028
Departure Headway (Hd)	4.209	5.159	3.958	5.163	4.663
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	843	690	897	691	765
Service Time	2.274	2.918	1.716	2.911	2.411
HCM Lane V/C Ratio	0.025	0.039	0.046	0.043	0.029
HCM Control Delay	7.4	8.1	6.9	8.2	7.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1	0.1

Intersection

Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	131	84	56	161	97	70
Future Vol, veh/h	131	84	56	161	97	70
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	86	57	164	99	71
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	9.6	9.7	9.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	26%	0%	0%	0%	100%
Vol Right, %	74%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	217	131	84	97	70
LT Vol	0	131	0	97	0
Through Vol	56	0	0	0	70
RT Vol	161	0	84	0	0
Lane Flow Rate	221	134	86	99	71
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.289	0.222	0.114	0.16	0.106
Departure Headway (Hd)	4.694	5.987	4.78	5.836	5.332
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	764	598	746	614	670
Service Time	2.738	3.744	2.536	3.585	3.081
HCM Lane V/C Ratio	0.289	0.224	0.115	0.161	0.106
HCM Control Delay	9.7	10.5	8.2	9.7	8.7
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	1.2	0.8	0.4	0.6	0.4

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	55	11	8	51	21
Future Vol, veh/h	22	55	11	8	51	21
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	67	13	10	62	26
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	7.5	7.5	8.2
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	58%	0%	0%	0%	100%
Vol Right, %	42%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	22	55	51	21
LT Vol	0	22	0	51	0
Through Vol	11	0	0	0	21
RT Vol	8	0	55	0	0
Lane Flow Rate	23	27	67	62	26
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.028	0.039	0.075	0.09	0.033
Departure Headway (Hd)	4.309	5.224	4.022	5.21	4.709
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	818	677	875	684	755
Service Time	2.404	3.021	1.819	2.972	2.471
HCM Lane V/C Ratio	0.028	0.04	0.077	0.091	0.034
HCM Control Delay	7.5	8.2	7.2	8.5	7.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.3	0.1

Intersection

Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	131	112	59	161	116	72
Future Vol, veh/h	131	112	59	161	116	72
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	114	60	164	118	73
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	9.6	9.9	9.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	27%	0%	0%	0%	100%
Vol Right, %	73%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	220	131	112	116	72
LT Vol	0	131	0	116	0
Through Vol	59	0	0	0	72
RT Vol	161	0	112	0	0
Lane Flow Rate	224	134	114	118	73
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.299	0.225	0.154	0.194	0.11
Departure Headway (Hd)	4.794	6.061	4.852	5.912	5.408
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	745	589	735	605	660
Service Time	2.847	3.823	2.614	3.672	3.168
HCM Lane V/C Ratio	0.301	0.228	0.155	0.195	0.111
HCM Control Delay	9.9	10.6	8.5	10.1	8.8
HCM Lane LOS	A	B	A	B	A
HCM 95th-tile Q	1.3	0.9	0.5	0.7	0.4

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	34	9	8	25	18
Future Vol, veh/h	22	34	9	8	25	18
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	41	11	10	30	22
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	7.4	7.4	7.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	53%	0%	0%	0%	100%
Vol Right, %	47%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	22	34	25	18
LT Vol	0	22	0	25	0
Through Vol	9	0	0	0	18
RT Vol	8	0	34	0	0
Lane Flow Rate	21	27	41	30	22
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.024	0.038	0.046	0.044	0.028
Departure Headway (Hd)	4.209	5.159	3.958	5.163	4.663
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	843	690	897	691	765
Service Time	2.274	2.918	1.716	2.911	2.411
HCM Lane V/C Ratio	0.025	0.039	0.046	0.043	0.029
HCM Control Delay	7.4	8.1	6.9	8.2	7.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1	0.1



Intersection

Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	131	84	56	161	97	70
Future Vol, veh/h	131	84	56	161	97	70
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	86	57	164	99	71
Number of Lanes	1	1	1	0	1	1
Approach	WB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		2		1	
Conflicting Approach Left	NB				WB	
Conflicting Lanes Left	1		0		2	
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	2		2		0	
HCM Control Delay	9.6		9.7		9.3	
HCM LOS	A		A		A	

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	26%	0%	0%	0%	100%
Vol Right, %	74%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	217	131	84	97	70
LT Vol	0	131	0	97	0
Through Vol	56	0	0	0	70
RT Vol	161	0	84	0	0
Lane Flow Rate	221	134	86	99	71
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.289	0.222	0.114	0.16	0.106
Departure Headway (Hd)	4.694	5.987	4.78	5.836	5.332
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	764	598	746	614	670
Service Time	2.738	3.744	2.536	3.585	3.081
HCM Lane V/C Ratio	0.289	0.224	0.115	0.161	0.106
HCM Control Delay	9.7	10.5	8.2	9.7	8.7
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	1.2	0.8	0.4	0.6	0.4

Intersection

Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	90	15	8	79	24
Future Vol, veh/h	22	90	15	8	79	24
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	110	18	10	96	29
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	7.8	7.8	8.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	65%	0%	0%	0%	100%
Vol Right, %	35%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	22	90	79	24
LT Vol	0	22	0	79	0
Through Vol	15	0	0	0	24
RT Vol	8	0	90	0	0
Lane Flow Rate	28	27	110	96	29
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.036	0.041	0.129	0.141	0.039
Departure Headway (Hd)	4.594	5.441	4.238	5.286	4.785
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	782	662	851	670	738
Service Time	2.605	3.143	1.94	3.085	2.584
HCM Lane V/C Ratio	0.036	0.041	0.129	0.143	0.039
HCM Control Delay	7.8	8.4	7.6	9	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.4	0.5	0.1

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	131	145	63	161	135	74
Future Vol, veh/h	131	145	63	161	135	74
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	148	64	164	138	76
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	9.8	10.2	10
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	28%	0%	0%	0%	100%
Vol Right, %	72%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	224	131	145	135	74
LT Vol	0	131	0	135	0
Through Vol	63	0	0	0	74
RT Vol	161	0	145	0	0
Lane Flow Rate	229	134	148	138	76
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.312	0.228	0.203	0.23	0.115
Departure Headway (Hd)	4.907	6.137	4.928	6.003	5.499
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	727	581	722	594	647
Service Time	2.975	3.912	2.702	3.779	3.274
HCM Lane V/C Ratio	0.315	0.231	0.205	0.232	0.117
HCM Control Delay	10.2	10.7	9	10.6	9
HCM Lane LOS	B	B	A	B	A
HCM 95th-tile Q	1.3	0.9	0.8	0.9	0.4

Intersection

Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	34	9	8	25	18
Future Vol, veh/h	22	34	9	8	25	18
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	41	11	10	30	22
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	7.4	7.4	7.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	53%	0%	0%	0%	100%
Vol Right, %	47%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	22	34	25	18
LT Vol	0	22	0	25	0
Through Vol	9	0	0	0	18
RT Vol	8	0	34	0	0
Lane Flow Rate	21	27	41	30	22
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.024	0.038	0.046	0.044	0.028
Departure Headway (Hd)	4.209	5.159	3.958	5.163	4.663
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	843	690	897	691	765
Service Time	2.274	2.918	1.716	2.911	2.411
HCM Lane V/C Ratio	0.025	0.039	0.046	0.043	0.029
HCM Control Delay	7.4	8.1	6.9	8.2	7.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1	0.1

Intersection

Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	131	84	56	161	97	70
Future Vol, veh/h	131	84	56	161	97	70
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	86	57	164	99	71
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	9.6	9.7	9.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	26%	0%	0%	0%	100%
Vol Right, %	74%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	217	131	84	97	70
LT Vol	0	131	0	97	0
Through Vol	56	0	0	0	70
RT Vol	161	0	84	0	0
Lane Flow Rate	221	134	86	99	71
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.289	0.222	0.114	0.16	0.106
Departure Headway (Hd)	4.694	5.987	4.78	5.836	5.332
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	764	598	746	614	670
Service Time	2.738	3.744	2.536	3.585	3.081
HCM Lane V/C Ratio	0.289	0.224	0.115	0.161	0.106
HCM Control Delay	9.7	10.5	8.2	9.7	8.7
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	1.2	0.8	0.4	0.6	0.4

Intersection

Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	90	15	8	79	24
Future Vol, veh/h	22	90	15	8	79	24
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	110	18	10	96	29
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	7.8	7.8	8.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	65%	0%	0%	0%	100%
Vol Right, %	35%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	22	90	79	24
LT Vol	0	22	0	79	0
Through Vol	15	0	0	0	24
RT Vol	8	0	90	0	0
Lane Flow Rate	28	27	110	96	29
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.036	0.041	0.129	0.141	0.039
Departure Headway (Hd)	4.594	5.441	4.238	5.286	4.785
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	782	662	851	670	738
Service Time	2.605	3.143	1.94	3.085	2.584
HCM Lane V/C Ratio	0.036	0.041	0.129	0.143	0.039
HCM Control Delay	7.8	8.4	7.6	9	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.4	0.5	0.1

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	131	145	63	161	135	74
Future Vol, veh/h	131	145	63	161	135	74
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	148	64	164	138	76
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	9.8	10.2	10
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	28%	0%	0%	0%	100%
Vol Right, %	72%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	224	131	145	135	74
LT Vol	0	131	0	135	0
Through Vol	63	0	0	0	74
RT Vol	161	0	145	0	0
Lane Flow Rate	229	134	148	138	76
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.312	0.228	0.203	0.23	0.115
Departure Headway (Hd)	4.907	6.137	4.928	6.003	5.499
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	727	581	722	594	647
Service Time	2.975	3.912	2.702	3.779	3.274
HCM Lane V/C Ratio	0.315	0.231	0.205	0.232	0.117
HCM Control Delay	10.2	10.7	9	10.6	9
HCM Lane LOS	B	B	A	B	A
HCM 95th-tile Q	1.3	0.9	0.8	0.9	0.4



# APPENDIX F

## Queue Analysis Worksheets



## Queues

2025 Total AM

## 1: Abilene Street &amp; Alameda Avenue

12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	1313	231	20	2308	182	161	42	61	146	184
v/c Ratio	0.30	0.45	0.20	0.16	0.67	0.61	0.44	0.08	0.50	0.25	0.40
Control Delay	67.1	18.3	1.2	53.4	29.2	67.2	53.3	3.4	76.0	53.1	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	18.3	1.2	53.4	29.2	67.2	53.3	3.4	76.0	53.1	30.9
Queue Length 50th (ft)	26	252	0	9	341	83	133	0	54	62	91
Queue Length 95th (ft)	50	290	24	m10	m352	124	214	0	102	97	163
Internal Link Dist (ft)		425			641		672			415	
Turn Bay Length (ft)	100			275		350		325	150		175
Base Capacity (vph)	318	2906	1196	122	3430	343	366	508	151	575	515
Starvation Cap Reductn	0	0	0	0	189	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.45	0.19	0.16	0.71	0.53	0.44	0.08	0.40	0.25	0.36

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

## Queues

2025 Total PM

## 1: Abilene Street &amp; Alameda Avenue

12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	178	1748	367	84	1637	503	231	115	192	268	384
v/c Ratio	0.50	0.78	0.34	0.50	0.66	0.80	0.59	0.21	0.78	0.45	0.68
Control Delay	63.4	36.0	7.6	76.2	31.2	60.6	54.5	9.6	79.5	56.3	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	36.0	7.6	76.2	31.2	60.6	54.5	9.6	79.5	56.3	37.1
Queue Length 50th (ft)	81	487	91	41	196	226	194	21	170	118	236
Queue Length 95th (ft)	111	549	133	61	272	288	295	61	253	169	327
Internal Link Dist (ft)		425			641		672			415	
Turn Bay Length (ft)	100			275		350		325	150		175
Base Capacity (vph)	613	2255	1127	171	2489	711	392	551	290	590	676
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.78	0.33	0.49	0.66	0.71	0.59	0.21	0.66	0.45	0.57

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

## Queues

2027 Total AM

## 1: Abilene Street &amp; Alameda Avenue

12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	60	1382	261	20	2413	207	172	44	63	157	192
v/c Ratio	0.31	0.47	0.22	0.16	0.69	0.63	0.48	0.09	0.56	0.30	0.41
Control Delay	67.4	18.1	1.1	51.9	29.5	66.4	54.0	3.2	81.9	55.8	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.4	18.1	1.1	51.9	29.6	66.4	54.0	3.2	81.9	55.8	23.6
Queue Length 50th (ft)	27	265	0	9	358	94	145	0	56	68	67
Queue Length 95th (ft)	52	304	23	m10	m355	137	226	0	107	107	143
Internal Link Dist (ft)		425			641		672			415	
Turn Bay Length (ft)	100			275		350		325	150		175
Base Capacity (vph)	294	2942	1233	122	3474	392	362	506	126	520	509
Starvation Cap Reductn	0	0	0	0	198	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.47	0.21	0.16	0.74	0.53	0.48	0.09	0.50	0.30	0.38

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

## Queues

2027 Total PM

## 1: Abilene Street &amp; Alameda Avenue

12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	184	1834	401	87	1711	535	242	120	199	284	400
v/c Ratio	0.49	0.79	0.36	0.59	0.69	0.81	0.64	0.23	0.80	0.53	0.73
Control Delay	61.8	35.4	8.0	79.5	33.0	60.4	57.6	10.3	80.9	59.8	40.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	35.4	8.0	79.5	33.0	60.4	57.6	10.3	80.9	59.8	40.2
Queue Length 50th (ft)	84	510	111	43	215	241	206	23	176	128	258
Queue Length 95th (ft)	113	573	153	m61	291	303	#314	68	262	182	354
Internal Link Dist (ft)		425			641		672			415	
Turn Bay Length (ft)	100			275		350		325	150		175
Base Capacity (vph)	588	2324	1148	147	2487	735	376	527	290	536	643
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.79	0.35	0.59	0.69	0.73	0.64	0.23	0.69	0.53	0.62

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

## Queues

2040 Total AM-Improved

## 1: Abilene Street &amp; Alameda Avenue

12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	1780	328	27	3115	257	220	58	82	200	249
v/c Ratio	0.37	0.57	0.27	0.22	0.85	0.67	0.69	0.12	0.67	0.43	0.56
Control Delay	67.8	17.3	3.0	51.5	25.7	72.1	66.8	1.5	92.3	59.5	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	17.3	3.0	51.5	26.3	72.1	66.8	1.5	92.3	59.5	32.4
Queue Length 50th (ft)	36	348	32	13	400	82	191	0	38	90	119
Queue Length 95th (ft)	62	392	62	m11	m352	114	284	6	#78	132	208
Internal Link Dist (ft)		425			641		672			415	
Turn Bay Length (ft)	100			275		350		325	150		175
Base Capacity (vph)	294	3124	1217	122	3669	392	319	471	122	461	485
Starvation Cap Reductn	0	0	0	0	233	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.57	0.27	0.22	0.91	0.66	0.69	0.12	0.67	0.43	0.51

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

## Queues

2040 Total PM-Improved

## 1: Abilene Street &amp; Alameda Avenue

12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	239	2363	508	114	2208	685	312	155	258	364	517
v/c Ratio	0.44	0.96	0.45	0.67	0.92	0.80	0.81	0.28	0.75	0.76	0.86
Control Delay	54.8	45.3	9.2	71.2	48.3	63.7	70.7	15.7	75.0	69.3	49.4
Queue Delay	0.0	43.7	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	54.8	89.0	9.2	71.2	48.3	63.7	70.7	15.7	75.1	69.3	49.4
Queue Length 50th (ft)	98	741	156	56	386	213	276	36	119	172	352
Queue Length 95th (ft)	140	#834	223	m65	#665	260	#428	95	167	#242	508
Internal Link Dist (ft)		425			641		672			415	
Turn Bay Length (ft)	100			275		350		325	150		175
Base Capacity (vph)	662	2469	1137	171	2407	891	384	544	367	482	652
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	416	0	0	0	0	0	10	4	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	1.15	0.45	0.67	0.92	0.77	0.81	0.29	0.71	0.76	0.79

## Intersection Summary

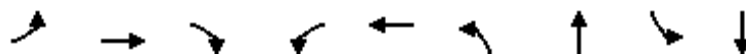
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
2: Crystal Street & Alameda Avenue

2025 Total AM  
12/13/2023



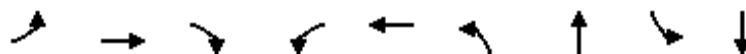
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	1311	74	48	2314	54	52	4	24
v/c Ratio	0.15	0.57	0.09	0.25	0.98	0.10	0.08	0.00	0.05
Control Delay	6.1	19.9	4.9	18.7	52.4	26.7	12.4	25.5	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.1	19.9	4.9	18.7	52.4	26.7	12.4	25.5	15.7
Queue Length 50th (ft)	3	354	17	20	-813	30	7	1	3
Queue Length 95th (ft)	7	416	46	41	#895	59	39	5	25
Internal Link Dist (ft)		641			556		172		354
Turn Bay Length (ft)	150			150				100	
Base Capacity (vph)	927	2317	789	395	2352	533	637	1138	533
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.57	0.09	0.12	0.98	0.10	0.08	0.00	0.05

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues  
2: Crystal Street & Alameda Avenue

2025 Total PM  
12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	145	1697	199	106	1536	144	192	81	130
v/c Ratio	0.44	0.80	0.27	0.58	0.70	0.30	0.34	0.10	0.24
Control Delay	26.7	21.0	2.2	34.8	34.5	30.0	25.2	26.3	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	21.0	2.2	34.8	34.5	30.0	25.2	26.3	20.8
Queue Length 50th (ft)	14	535	15	46	409	85	82	23	46
Queue Length 95th (ft)	m29	634	m39	102	477	136	154	40	100
Internal Link Dist (ft)		641			556		172		354
Turn Bay Length (ft)	150			150				100	
Base Capacity (vph)	941	2134	741	360	2185	480	558	969	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.80	0.27	0.29	0.70	0.30	0.34	0.08	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

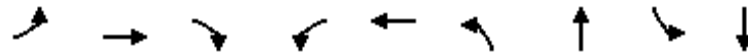


## Queues

2027 Total AM

## 2: Crystal Street &amp; Alameda Avenue

12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	1364	91	60	2406	67	65	4	30
v/c Ratio	0.15	0.59	0.12	0.32	1.02	0.13	0.10	0.00	0.06
Control Delay	6.3	21.1	5.8	20.3	61.8	27.0	12.2	25.5	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	21.1	5.8	20.3	61.8	27.0	12.2	25.5	18.4
Queue Length 50th (ft)	4	376	25	26	-878	38	10	1	6
Queue Length 95th (ft)	m8	442	60	49	#958	70	45	5	32
Internal Link Dist (ft)		641			556		172		354
Turn Bay Length (ft)	150			150				100	
Base Capacity (vph)	928	2302	785	386	2352	532	645	1130	545
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.59	0.12	0.16	1.02	0.13	0.10	0.00	0.06

## Intersection Summary

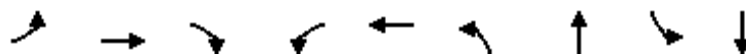
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

## Queues

2027 Total PM

## 2: Crystal Street &amp; Alameda Avenue

12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	145	1765	214	117	1593	153	199	81	136
v/c Ratio	0.46	0.84	0.29	0.61	0.73	0.32	0.36	0.10	0.25
Control Delay	30.3	23.8	2.8	37.1	35.3	30.5	25.9	26.3	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	23.8	2.8	37.1	35.3	30.5	25.9	26.3	23.3
Queue Length 50th (ft)	17	568	24	51	432	91	87	23	55
Queue Length 95th (ft)	m33	672	m53	114	502	143	162	40	111
Internal Link Dist (ft)		641			556		172		354
Turn Bay Length (ft)	150			150				100	
Base Capacity (vph)	932	2110	736	360	2185	474	558	958	546
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.84	0.29	0.33	0.73	0.32	0.36	0.08	0.25

## Intersection Summary

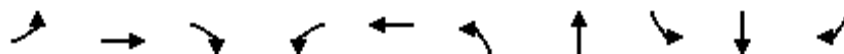
m Volume for 95th percentile queue is metered by upstream signal.

## Queues

2027 Total AM-Improved

## 2: Crystal Street &amp; Alameda Avenue

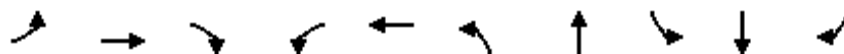
12/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	40	1364	91	60	2406	67	65	4	10	20
v/c Ratio	0.17	0.41	0.09	0.24	0.73	0.40	0.18	0.01	0.04	0.06
Control Delay	4.1	1.4	0.2	8.3	18.4	72.0	20.3	42.8	54.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	1.4	0.2	8.3	21.6	72.0	20.3	42.8	54.0	0.4
Queue Length 50th (ft)	0	11	1	15	523	30	13	3	8	0
Queue Length 95th (ft)	6	20	0	28	565	56	58	14	26	0
Internal Link Dist (ft)		641			556		172		354	
Turn Bay Length (ft)	150			150				100		
Base Capacity (vph)	230	3305	1061	252	3299	171	358	275	268	308
Starvation Cap Reductn	0	0	0	0	772	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.41	0.09	0.24	0.95	0.39	0.18	0.01	0.04	0.06
Intersection Summary										

Queues  
2: Crystal Street & Alameda Avenue

2027 Total PM-Improved  
12/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	145	1765	214	117	1593	153	199	81	55	81
v/c Ratio	0.62	0.88	0.30	0.63	0.72	0.54	0.34	0.18	0.10	0.14
Control Delay	37.9	26.5	3.3	39.5	34.7	68.3	23.6	25.9	37.6	0.5
Queue Delay	0.0	0.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	26.8	3.3	39.5	35.7	68.3	23.6	25.9	37.6	0.5
Queue Length 50th (ft)	18	577	31	54	430	70	81	44	36	0
Queue Length 95th (ft)	m34	#673	m53	118	487	105	152	79	74	0
Internal Link Dist (ft)		641			556		172		354	
Turn Bay Length (ft)	150			150				100		
Base Capacity (vph)	234	2013	725	227	2199	956	582	464	550	583
Starvation Cap Reductn	0	40	0	0	330	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.89	0.30	0.52	0.85	0.16	0.34	0.17	0.10	0.14

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

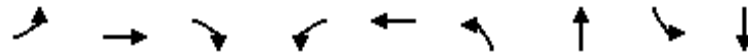
m Volume for 95th percentile queue is metered by upstream signal.

## Queues

2040 Total AM

## 2: Crystal Street &amp; Alameda Avenue

12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	1765	91	60	3101	67	65	4	30
v/c Ratio	0.16	0.63	0.10	0.37	1.10	0.16	0.13	0.01	0.08
Control Delay	5.2	14.2	1.5	16.5	80.2	36.2	16.0	34.0	25.3
Queue Delay	0.0	0.2	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Total Delay	5.2	14.3	1.5	16.5	82.0	36.2	16.0	34.0	25.3
Queue Length 50th (ft)	0	464	8	20	~1197	44	11	1	7
Queue Length 95th (ft)	m1	531	m21	38	#1256	81	51	6	38
Internal Link Dist (ft)		641			556		172		354
Turn Bay Length (ft)	150			150				100	
Base Capacity (vph)	933	2785	923	372	2828	441	495	793	371
Starvation Cap Reductn	0	298	0	0	382	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.71	0.10	0.16	1.27	0.15	0.13	0.01	0.08

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

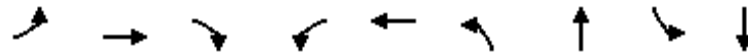
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
2: Crystal Street & Alameda Avenue

2040 Total PM

12/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	145	2283	214	117	2030	153	199	81	136
v/c Ratio	0.47	1.08	0.29	0.61	0.93	0.32	0.36	0.10	0.25
Control Delay	26.6	64.9	2.7	37.1	46.1	30.5	25.9	26.3	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	64.9	2.7	37.1	46.1	30.5	25.9	26.3	23.3
Queue Length 50th (ft)	10	-859	23	51	631	91	87	23	55
Queue Length 95th (ft)	m17	m#981	m37	114	#760	143	162	40	111
Internal Link Dist (ft)		641			556		172		354
Turn Bay Length (ft)	150			150				100	
Base Capacity (vph)	929	2110	730	360	2189	474	558	958	546
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	1.08	0.29	0.33	0.93	0.32	0.36	0.08	0.25

Intersection Summary

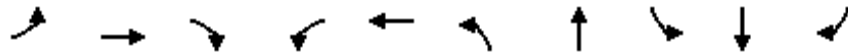
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

## Queues

2040 Total AM-Improved

## 2: Crystal Street &amp; Alameda Avenue

12/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	40	1765	91	60	3101	67	65	4	10	20
v/c Ratio	0.17	0.65	0.10	0.44	1.14	0.34	0.12	0.01	0.02	0.04
Control Delay	4.6	16.0	2.7	22.0	99.5	67.5	14.8	31.2	42.6	0.2
Queue Delay	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	16.2	2.7	22.0	99.7	67.5	14.8	31.2	42.6	0.2
Queue Length 50th (ft)	1	467	16	22	~1234	30	11	2	7	0
Queue Length 95th (ft)	m2	523	m30	41	#1285	55	50	12	23	0
Internal Link Dist (ft)		641			556		172		354	
Turn Bay Length (ft)	150			150				100		
Base Capacity (vph)	232	2695	882	138	2719	441	540	512	464	465
Starvation Cap Reductn	0	275	0	0	346	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.73	0.10	0.43	1.31	0.15	0.12	0.01	0.02	0.04











## Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues  
2: Crystal Street & Alameda Avenue

2040 Total PM-Improved

12/12/2023

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	145	2283	214	117	2030	153	199	81	55	81
v/c Ratio	0.47	1.08	0.29	0.62	0.93	0.54	0.34	0.20	0.11	0.15
Control Delay	26.1	64.3	3.1	37.6	46.1	68.4	23.2	28.8	39.8	0.6
Queue Delay	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	73.1	3.1	37.6	46.1	68.4	23.2	28.8	39.8	0.6
Queue Length 50th (ft)	9	-853	25	51	631	70	80	46	38	0
Queue Length 95th (ft)	m19	m#994	m39	115	#760	105	150	82	76	0
Internal Link Dist (ft)		641			556		172		354	
Turn Bay Length (ft)	150			150				100		
Base Capacity (vph)	792	2115	731	242	2189	392	580	413	511	553
Starvation Cap Reductn	0	120	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	1.14	0.29	0.48	0.93	0.39	0.34	0.20	0.11	0.15

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.















## Queues

2025 Total AM

## 3: Sable Boulevard &amp; Alameda Avenue

12/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	114	1060	119	40	1958	151	177	305	61	104	206	141
v/c Ratio	0.65	0.58	0.18	0.06	0.95	0.21	0.23	0.28	0.10	0.18	0.20	0.24
Control Delay	48.8	36.8	2.0	25.0	49.8	4.0	28.5	29.5	3.2	33.9	35.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	36.8	2.0	25.0	49.8	4.0	28.5	29.5	3.2	33.9	35.4	4.1
Queue Length 50th (ft)	69	282	0	10	591	0	58	108	2	32	69	0
Queue Length 95th (ft)	#128	334	16	22	#705	39	91	153	18	56	102	34
Internal Link Dist (ft)		556			548			1128			399	
Turn Bay Length (ft)	175		175	175		100	275		265	150		150
Base Capacity (vph)	179	1841	678	719	2055	733	779	1071	588	590	1045	583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.58	0.18	0.06	0.95	0.21	0.23	0.28	0.10	0.18	0.20	0.24

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

## Queues

2025 Total PM

## 3: Sable Boulevard &amp; Alameda Avenue

12/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	195	1447	170	78	1372	195	166	341	69	301	435	169
v/c Ratio	0.82	0.82	0.26	0.15	0.76	0.30	0.25	0.33	0.12	0.50	0.40	0.28
Control Delay	60.3	45.4	6.3	35.7	41.3	8.7	25.3	26.3	1.7	36.8	37.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	45.4	6.3	35.7	41.3	8.7	25.3	26.3	1.7	36.8	37.1	5.9
Queue Length 50th (ft)	128	436	3	22	382	22	58	129	7	98	154	0
Queue Length 95th (ft)	#249	#512	56	41	441	78	57	163	1	138	203	52
Internal Link Dist (ft)		556			548			1128			399	
Turn Bay Length (ft)	175		175	175		100	275		265	150		150
Base Capacity (vph)	247	1764	657	590	1800	661	658	1047	579	606	1099	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.82	0.26	0.13	0.76	0.30	0.25	0.33	0.12	0.50	0.40	0.28

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

## Queues

2027 Total AM

## 3: Sable Boulevard &amp; Alameda Avenue

12/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	118	1110	125	52	2048	157	185	325	71	109	226	146
v/c Ratio	0.67	0.60	0.18	0.08	1.00	0.21	0.24	0.30	0.12	0.19	0.22	0.25
Control Delay	50.5	37.4	2.3	25.7	58.4	4.4	28.3	29.3	3.0	34.1	35.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	37.4	2.3	25.7	58.4	4.4	28.3	29.3	3.0	34.1	35.7	4.6
Queue Length 50th (ft)	72	300	0	13	~640	0	63	118	4	34	76	0
Queue Length 95th (ft)	#137	352	20	27	#763	44	95	164	24	58	112	38
Internal Link Dist (ft)		556			548			1128			399	
Turn Bay Length (ft)	175		175	175		100	275		265	150		150
Base Capacity (vph)	179	1841	678	699	2054	733	767	1069	587	572	1045	583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.60	0.18	0.07	1.00	0.21	0.24	0.30	0.12	0.19	0.22	0.25

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

## Queues

2027 Total PM

## 3: Sable Boulevard &amp; Alameda Avenue

12/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	203	1511	177	91	1438	203	173	360	77	313	463	176
v/c Ratio	0.84	0.96	0.29	0.15	0.81	0.31	0.27	0.34	0.13	0.53	0.42	0.29
Control Delay	64.2	59.2	7.3	35.6	43.2	9.5	25.0	26.0	1.6	37.5	37.5	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	59.2	7.3	35.6	43.2	9.5	25.0	26.0	1.6	37.5	37.5	5.9
Queue Length 50th (ft)	134	464	7	26	408	26	61	138	9	103	165	0
Queue Length 95th (ft)	#251	#567	61	46	469	85	46	136	1	143	216	53
Internal Link Dist (ft)		556			548			1128			399	
Turn Bay Length (ft)	175		175	175		100	275		265	150		150
Base Capacity (vph)	245	1579	605	603	1783	656	646	1046	578	590	1099	613
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.96	0.29	0.15	0.81	0.31	0.27	0.34	0.13	0.53	0.42	0.29

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

## Queues

2040 Total AM

## 3: Sable Boulevard &amp; Alameda Avenue

12/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	154	1431	161	62	2644	203	240	415	87	140	287	189
v/c Ratio	0.83	0.45	0.15	0.13	0.90	0.21	0.64	0.82	0.24	0.56	0.60	0.53
Control Delay	61.8	13.5	1.7	13.8	29.9	4.0	50.5	57.9	1.7	60.1	59.3	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	13.5	1.7	13.8	29.9	4.0	50.5	57.9	1.7	60.1	59.3	16.7
Queue Length 50th (ft)	80	228	0	11	701	17	62	172	1	55	123	18
Queue Length 95th (ft)	#200	262	26	21	778	52	88	#193	0	89	173	92
Internal Link Dist (ft)		556			548			1128			399	
Turn Bay Length (ft)	175		175	175		100	275		265	150		150
Base Capacity (vph)	191	3197	1056	475	2940	982	376	509	362	248	482	358
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.45	0.15	0.13	0.90	0.21	0.64	0.82	0.24	0.56	0.60	0.53

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

## Queues

2040 Total PM

## 3: Sable Boulevard &amp; Alameda Avenue

12/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	263	1952	230	112	1855	263	224	462	97	405	593	228
v/c Ratio	0.88	0.70	0.25	0.44	0.82	0.33	0.68	0.86	0.26	0.89	0.82	0.49
Control Delay	64.0	23.9	5.3	42.1	35.9	10.8	53.6	59.9	4.8	69.5	60.6	16.2
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	25.4	5.3	42.1	35.9	10.8	53.6	59.9	4.8	69.5	60.6	16.2
Queue Length 50th (ft)	168	435	25	28	512	54	53	153	0	161	257	38
Queue Length 95th (ft)	#306	490	66	46	580	119	102	#274	15	#213	328	118
Internal Link Dist (ft)		556			548			1128			399	
Turn Bay Length (ft)	175		175	175		100	275		265	150		150
Base Capacity (vph)	323	2773	938	252	2271	793	331	536	373	455	723	463
Starvation Cap Reductn	0	581	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.89	0.25	0.44	0.82	0.33	0.68	0.86	0.26	0.89	0.82	0.49

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

## Queues

2025 Total AM

## 5: Abilene Street &amp; Northwest Mall Entrance

12/13/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	12	36	355	51	367
v/c Ratio	0.14	0.33	0.12	0.06	0.12
Control Delay	66.8	26.8	3.1	0.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	26.8	3.1	0.8	0.8
Queue Length 50th (ft)	11	0	32	2	10
Queue Length 95th (ft)	33	37	48	6	16
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	429	411	2939	961	3154
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.09	0.12	0.05	0.12
Intersection Summary					

## Queues

2025 Total PM

## 5: Abilene Street &amp; Northwest Mall Entrance

12/13/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	44	228	630	239	597
v/c Ratio	0.37	0.71	0.24	0.35	0.20
Control Delay	69.4	20.0	5.7	4.7	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	69.4	20.0	5.7	4.7	3.1
Queue Length 50th (ft)	39	0	75	35	62
Queue Length 95th (ft)	77	82	128	77	100
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	429	557	2645	745	2994
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.41	0.24	0.32	0.20
Intersection Summary					



## Queues

2025 Total AM-Improved

## 5: Abilene Street &amp; Northwest Mall Entrance

12/12/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	12	36	355	51	367
v/c Ratio	0.10	0.25	0.12	0.06	0.12
Control Delay	40.1	17.8	4.0	1.7	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	17.8	4.0	1.7	1.7
Queue Length 50th (ft)	7	0	31	4	17
Queue Length 95th (ft)	23	28	52	10	31
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	472	448	2840	933	3092
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.08	0.13	0.05	0.12
Intersection Summary					

## Queues

2025 Total PM-Improved

## 5: Abilene Street &amp; Northwest Mall Entrance

12/12/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	44	228	630	239	597
v/c Ratio	0.27	0.65	0.28	0.36	0.22
Control Delay	40.8	14.3	8.3	4.1	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	14.3	8.3	4.1	3.2
Queue Length 50th (ft)	24	0	71	22	35
Queue Length 95th (ft)	53	63	131	55	69
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	472	589	2224	795	2739
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.39	0.28	0.30	0.22
Intersection Summary					

## Queues

2027 Total AM

## 5: Abilene Street &amp; Northwest Mall Entrance

12/13/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	15	55	373	76	385
v/c Ratio	0.17	0.42	0.13	0.09	0.12
Control Delay	67.1	25.1	3.4	0.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	25.1	3.4	0.9	0.9
Queue Length 50th (ft)	13	0	34	4	11
Queue Length 95th (ft)	37	45	54	8	19
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	429	426	2844	947	3146
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.13	0.13	0.08	0.12
Intersection Summary					

## Queues

2027 Total PM

## 5: Abilene Street &amp; Northwest Mall Entrance

12/13/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	45	241	657	261	623
v/c Ratio	0.37	0.72	0.25	0.39	0.21
Control Delay	69.3	19.9	6.0	5.5	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	19.9	6.0	5.5	2.9
Queue Length 50th (ft)	40	0	80	41	59
Queue Length 95th (ft)	79	83	138	88	101
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	429	566	2631	728	2991
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.43	0.25	0.36	0.21
Intersection Summary					

## Queues

2027 Total AM-Improved

## 5: Abilene Street &amp; Northwest Mall Entrance

12/12/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	15	55	373	76	385
v/c Ratio	0.12	0.33	0.14	0.09	0.13
Control Delay	40.1	16.8	5.0	2.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	16.8	5.0	2.0	2.2
Queue Length 50th (ft)	8	0	33	6	19
Queue Length 95th (ft)	27	35	57	15	34
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	491	479	2604	913	2945
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.11	0.14	0.08	0.13
Intersection Summary					

## Queues

2027 Total PM-Improved

## 5: Abilene Street &amp; Northwest Mall Entrance

12/12/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	45	241	657	261	623
v/c Ratio	0.27	0.66	0.30	0.40	0.23
Control Delay	40.6	14.3	8.6	4.5	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	14.3	8.6	4.5	3.3
Queue Length 50th (ft)	24	0	75	25	37
Queue Length 95th (ft)	54	65	141	61	74
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	432	569	2204	780	2734
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.42	0.30	0.33	0.23
Intersection Summary					

## Queues

2040 Total AM

## 5: Abilene Street &amp; Northwest Mall Entrance

12/13/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	15	55	478	76	497
v/c Ratio	0.17	0.42	0.17	0.09	0.16
Control Delay	67.1	25.1	3.5	0.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	25.1	3.5	0.9	0.9
Queue Length 50th (ft)	13	0	45	4	15
Queue Length 95th (ft)	37	45	70	8	24
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	429	426	2846	874	3146
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.13	0.17	0.09	0.16
Intersection Summary					

## Queues

2040 Total PM

## 5: Abilene Street &amp; Northwest Mall Entrance

12/13/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	45	241	835	261	805
v/c Ratio	0.37	0.72	0.32	0.46	0.27
Control Delay	69.3	19.9	6.5	7.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	19.9	6.5	7.9	2.6
Queue Length 50th (ft)	40	0	110	39	73
Queue Length 95th (ft)	79	83	184	m107	m107
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	429	566	2638	631	2991
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.43	0.32	0.41	0.27

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



## Queues

2040 Total AM-Improved

## 5: Abilene Street &amp; Northwest Mall Entrance

12/12/2023



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	15	55	478	76	497
v/c Ratio	0.12	0.33	0.18	0.10	0.17
Control Delay	40.1	16.8	5.2	2.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	16.8	5.2	2.0	2.2
Queue Length 50th (ft)	8	0	45	6	25
Queue Length 95th (ft)	27	35	73	15	44
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	472	462	2606	829	2945
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.12	0.18	0.09	0.17
Intersection Summary					

## Queues

2040 Total PM-Improved

## 5: Abilene Street &amp; Northwest Mall Entrance

12/12/2023



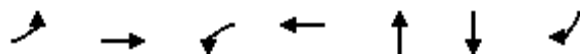
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	45	241	835	261	805
v/c Ratio	0.27	0.66	0.38	0.47	0.29
Control Delay	40.6	14.3	9.5	5.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	14.3	9.5	5.5	3.6
Queue Length 50th (ft)	24	0	103	25	52
Queue Length 95th (ft)	54	65	191	61	98
Internal Link Dist (ft)	52		1197		672
Turn Bay Length (ft)				125	
Base Capacity (vph)	393	539	2204	686	2734
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.45	0.38	0.38	0.29
Intersection Summary					

## Queues

2025 Total AM

## 9: Exposition Avenue &amp; South Access

12/13/2023



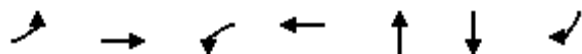
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	18	167	8	276	9	17	7
v/c Ratio	0.03	0.15	0.01	0.26	0.02	0.04	0.01
Control Delay	6.7	9.2	6.7	11.0	0.1	26.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	9.2	6.7	11.0	0.1	26.6	0.0
Queue Length 50th (ft)	4	37	2	62	0	8	0
Queue Length 95th (ft)	11	81	6	128	0	23	0
Internal Link Dist (ft)		1028		978	94	286	
Turn Bay Length (ft)							
Base Capacity (vph)	719	1129	817	1067	485	412	475
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.15	0.01	0.26	0.02	0.04	0.01
Intersection Summary							

## Queues

2025 Total PM

## 9: Exposition Avenue &amp; South Access

12/13/2023



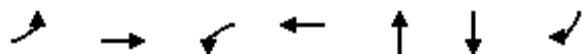
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	45	314	11	331	12	74	54
v/c Ratio	0.07	0.28	0.02	0.33	0.03	0.20	0.11
Control Delay	7.0	10.4	6.8	13.2	17.5	29.1	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	10.4	6.8	13.2	17.5	29.1	3.6
Queue Length 50th (ft)	9	76	2	109	2	35	0
Queue Length 95th (ft)	22	163	9	174	15	72	16
Internal Link Dist (ft)		1028		978	94	286	
Turn Bay Length (ft)							
Base Capacity (vph)	653	1132	723	1017	440	366	475
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.28	0.02	0.33	0.03	0.20	0.11
Intersection Summary							

## Queues

2027 Total AM

## 9: Exposition Avenue &amp; South Access

12/13/2023



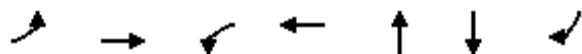
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	18	174	8	290	9	22	7
v/c Ratio	0.03	0.15	0.01	0.27	0.02	0.05	0.01
Control Delay	6.7	9.2	6.7	11.1	0.1	26.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	9.2	6.7	11.1	0.1	26.7	0.0
Queue Length 50th (ft)	4	38	2	65	0	10	0
Queue Length 95th (ft)	11	84	6	135	0	27	0
Internal Link Dist (ft)		1028		978	94	286	
Turn Bay Length (ft)							
Base Capacity (vph)	708	1129	813	1066	484	404	475
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.15	0.01	0.27	0.02	0.05	0.01
Intersection Summary							

## Queues

2027 Total PM

## 9: Exposition Avenue &amp; South Access

12/13/2023



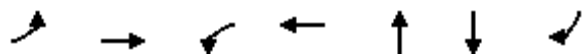
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	45	327	11	348	12	76	54
v/c Ratio	0.07	0.29	0.02	0.34	0.03	0.21	0.11
Control Delay	7.0	10.5	6.8	13.4	17.5	29.2	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	10.5	6.8	13.4	17.5	29.2	3.6
Queue Length 50th (ft)	9	80	2	115	2	36	0
Queue Length 95th (ft)	22	170	9	184	15	74	16
Internal Link Dist (ft)		1028		978	94	286	
Turn Bay Length (ft)							
Base Capacity (vph)	640	1132	712	1016	440	365	475
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.29	0.02	0.34	0.03	0.21	0.11
Intersection Summary							

## Queues

2040 Total AM

## 9: Exposition Avenue &amp; South Access

12/13/2023



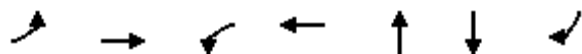
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	18	224	8	361	9	22	7
v/c Ratio	0.03	0.20	0.01	0.34	0.02	0.05	0.01
Control Delay	6.7	9.6	6.7	12.1	0.1	26.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	9.6	6.7	12.1	0.1	26.7	0.0
Queue Length 50th (ft)	4	51	2	87	0	10	0
Queue Length 95th (ft)	11	107	6	174	0	27	0
Internal Link Dist (ft)		1028		978	94	286	
Turn Bay Length (ft)							
Base Capacity (vph)	650	1130	786	1070	484	404	475
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.20	0.01	0.34	0.02	0.05	0.01
Intersection Summary							

## Queues

2040 Total PM

## 9: Exposition Avenue &amp; South Access

12/13/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	45	423	11	434	12	76	54
v/c Ratio	0.08	0.37	0.02	0.43	0.03	0.21	0.11
Control Delay	7.0	11.4	6.8	14.7	17.5	29.2	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	11.4	6.8	14.7	17.5	29.2	3.6
Queue Length 50th (ft)	9	110	2	155	2	36	0
Queue Length 95th (ft)	22	228	9	240	15	74	16
Internal Link Dist (ft)		1028		978	94	286	
Turn Bay Length (ft)							
Base Capacity (vph)	573	1132	633	1020	440	365	475
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.37	0.02	0.43	0.03	0.21	0.11
Intersection Summary							



## Queues

2025 Total AM

## 11: Sable Boulevard &amp; Centrepont Drive

12/13/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	22	44	29	87	40	437	35	44	318
v/c Ratio	0.29	0.34	0.19	0.20	0.05	0.18	0.03	0.06	0.13
Control Delay	67.9	30.4	49.7	16.9	9.3	9.3	0.1	3.7	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.9	30.4	49.7	16.9	9.3	9.3	0.1	3.7	3.0
Queue Length 50th (ft)	18	7	22	8	12	78	0	6	24
Queue Length 95th (ft)	44	43	47	29	27	108	0	17	41
Internal Link Dist (ft)		248		590		458			1128
Turn Bay Length (ft)			100		125		125	175	
Base Capacity (vph)	315	424	170	1160	756	2435	1128	758	2510
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.10	0.17	0.07	0.05	0.18	0.03	0.06	0.13
Intersection Summary									

## Queues

2025 Total PM

## 11: Sable Boulevard &amp; Centrepoint Drive

12/13/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	111	175	45	76	95	493	20	37	735
v/c Ratio	0.68	0.64	0.24	0.10	0.22	0.23	0.02	0.06	0.35
Control Delay	74.5	40.4	40.6	23.6	15.1	15.1	0.1	6.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	40.4	40.6	23.6	15.1	15.1	0.1	6.6	6.4
Queue Length 50th (ft)	92	81	31	16	35	110	0	6	72
Queue Length 95th (ft)	150	151	60	34	72	165	0	18	124
Internal Link Dist (ft)		248		590		458			1128
Turn Bay Length (ft)			100		125		125	175	
Base Capacity (vph)	318	463	197	1205	442	2125	1000	622	2086
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.38	0.23	0.06	0.21	0.23	0.02	0.06	0.35
Intersection Summary									

## Queues

2027 Total AM

## 11: Sable Boulevard &amp; Centrepont Drive

12/13/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	41	57	30	95	51	455	36	47	354
v/c Ratio	0.44	0.36	0.18	0.19	0.07	0.19	0.03	0.06	0.15
Control Delay	71.8	28.3	47.2	16.8	10.2	10.3	0.1	4.4	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.8	28.3	47.2	16.8	10.2	10.3	0.1	4.4	3.3
Queue Length 50th (ft)	34	11	22	10	16	85	0	8	28
Queue Length 95th (ft)	69	50	46	31	35	121	0	19	48
Internal Link Dist (ft)		248		590		458			1128
Turn Bay Length (ft)			100		125		125	175	
Base Capacity (vph)	312	433	184	1169	720	2386	1108	733	2436
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.16	0.08	0.07	0.19	0.03	0.06	0.15
Intersection Summary									

## Queues

2027 Total PM

## 11: Sable Boulevard &amp; Centrepoint Drive

12/13/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	123	182	46	83	105	512	20	39	780
v/c Ratio	0.69	0.62	0.24	0.11	0.26	0.25	0.02	0.07	0.38
Control Delay	73.6	39.0	39.1	23.3	16.3	16.0	0.1	7.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	39.0	39.1	23.3	16.3	16.0	0.1	7.4	7.0
Queue Length 50th (ft)	102	85	31	17	40	118	0	7	85
Queue Length 95th (ft)	160	154	59	36	82	177	0	21	136
Internal Link Dist (ft)		248		590		458			1128
Turn Bay Length (ft)			100		125		125	175	
Base Capacity (vph)	316	463	206	1209	415	2086	983	600	2032
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.39	0.22	0.07	0.25	0.25	0.02	0.07	0.38
Intersection Summary									

## Queues

2040 Total AM

## 11: Sable Boulevard &amp; Centrepont Drive

12/13/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	41	57	40	116	51	587	48	60	441
v/c Ratio	0.44	0.35	0.21	0.20	0.08	0.25	0.04	0.09	0.19
Control Delay	72.1	28.2	46.4	14.4	11.0	11.8	0.1	4.9	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	28.2	46.4	14.4	11.0	11.8	0.1	4.9	4.5
Queue Length 50th (ft)	34	11	29	10	16	117	0	7	31
Queue Length 95th (ft)	69	50	57	33	35	158	0	m17	50
Internal Link Dist (ft)		248		590		458			1128
Turn Bay Length (ft)			100		125		125	175	
Base Capacity (vph)	306	433	201	1173	649	2308	1075	646	2366
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.20	0.10	0.08	0.25	0.04	0.09	0.19

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

## Queues

2040 Total PM

## 11: Sable Boulevard &amp; Centrepont Drive

12/13/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	123	182	61	92	105	663	26	51	970
v/c Ratio	0.70	0.62	0.30	0.12	0.32	0.32	0.03	0.10	0.48
Control Delay	73.8	38.8	40.9	21.1	17.5	17.1	0.0	7.2	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.8	38.8	40.9	21.1	17.5	17.1	0.0	7.2	8.5
Queue Length 50th (ft)	102	85	41	17	41	163	0	10	110
Queue Length 95th (ft)	160	154	72	37	82	237	0	m16	143
Internal Link Dist (ft)		248		590		458			1128
Turn Bay Length (ft)			100		125		125	175	
Base Capacity (vph)	313	463	208	1203	341	2074	979	538	2027
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.39	0.29	0.08	0.31	0.32	0.03	0.09	0.48

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

# APPENDIX G

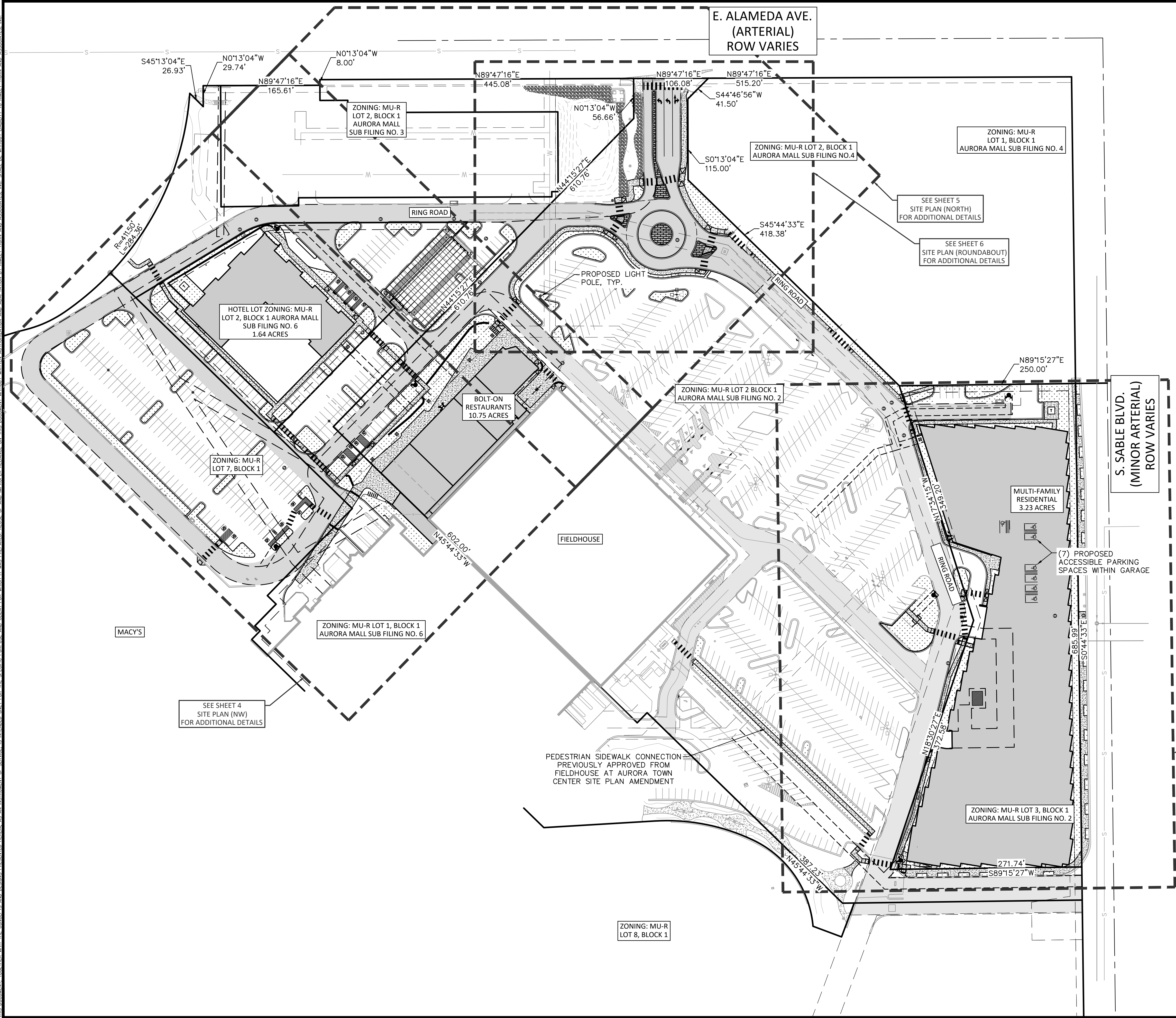
## Conceptual Site Plan







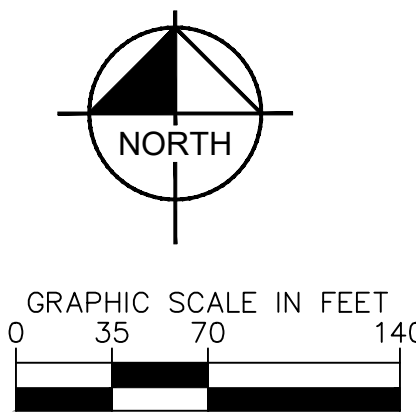
I:\dev\_civil\096820009\_washington\_crimc\_lowr\_center.ph.2\CADD\plansheet\096820009VSP\_SP.dwg Kish, Moddy  
THIS DOCUMENT, TOGETHER WITH ALL CONCEPTS AND DESIGN INFORMATION, IS THE PROPERTY OF KIMLEY-HORN AND ASSOCIATES, INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF KIMLEY-HORN AND ASSOCIATES, INC. ANY REUSE OR MODIFICATION OF THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.



**LEGEND**

	PROPOSED LOT LINE
	EXISTING LOT LINE
	PROPOSED EASEMENT LINE
	EXISTING EASEMENT LINE
	PROPOSED LANDSCAPE
	PROPOSED CONCRETE PAVEMENT OR SIDEWALK
	MATCH LINE
	PROPOSED BUILDING
	EXISTING CONCRETE
	EXISTING FIRE LANE ESMT
	PROPOSED FIRE LANE ESMT
	EXISTING CURB AND GUTTER
	PROPOSED CURB AND GUTTER
	EXISTING LIGHTPOLE

- NOTES**
1. THE DEVELOPER IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL, STREET NAME, AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.
  2. ALL PROPOSED STORMWATER EASEMENTS WILL BE PRIVATE.



<b>Kimley»Horn</b> 2022 KIMLEY-HORN AND ASSOCIATES, INC. 4582 South Ute Street, Suite 1500 Denver, Colorado 80237 (303) 228-2300	
DESIGNED BY: JLG DRAWN BY: JLG CHECKED BY: BEC DATE: 05/05/2023	OVERALL SITE PLAN
A RESUBDIVISION OF LOT 1, BLOCK 1, AURORA MALL SUBDIVISION FILING NO. 3 AURORA MALL SUBDIVISION FILING NO. 6, CITY OF AURORA, CO TOWN CENTER AT AURORA PHASE 2 DEVELOPMENT SITE PLAN AMENDMENT	
PROJECT NO. 096820009	DATE APPR
DRAWING NAME 096820009VSP_SP.DWG	REVISION
2 OF 35	