

TRAFFIC IMPACT STUDY

For

**8780 Rosemary Street
Commerce City, Colorado**

March 2022

Revised:

November 2022

Prepared for:

Langan Engineering & Environmental Services, Inc.
300 Union Boulevard, Suite 405
Lakewood, Colorado 80228

Prepared by:



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

8703 Yates Drive, Suite 210
Westminster, Colorado 80031
(303) 458-9798

6 South Tejon Street, Suite 515
Colorado Springs, Colorado 80903
(719) 203-6639

Project Engineer:
Brandon Wilson, EIT

Engineer in Responsible Charge:
Fred Lantz, PE



21-091501

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I. Introduction

Project Overview

This traffic impact study addresses the capacity, geometric, and control requirements associated with the development entitled 8780 Rosemary Street.

This traffic impact study has been revised to address City review comments made to the March 2022 version of the traffic impact study regarding additional documentation and clarification of assumptions and references applied throughout this analysis, including updates to study tables and figures throughout.

This proposed development consists of a warehouse and distribution facility. The development is located at the southeast corner of E 88th Avenue and Rosemary Street in Commerce City, Colorado.

Study Area Boundaries

The study area to be examined in this analysis encompasses E 88th Avenue from Rosemary Street east to Highway 2, and includes proposed site access drives.

Figure 1 illustrates location of the site and study intersections.

Site Description

Land for the development is currently zoned as a PUD and is occupied by The 88 Drive-In Theatre. The development site is surrounded by a mix of open space, light industrial, and residential land uses.

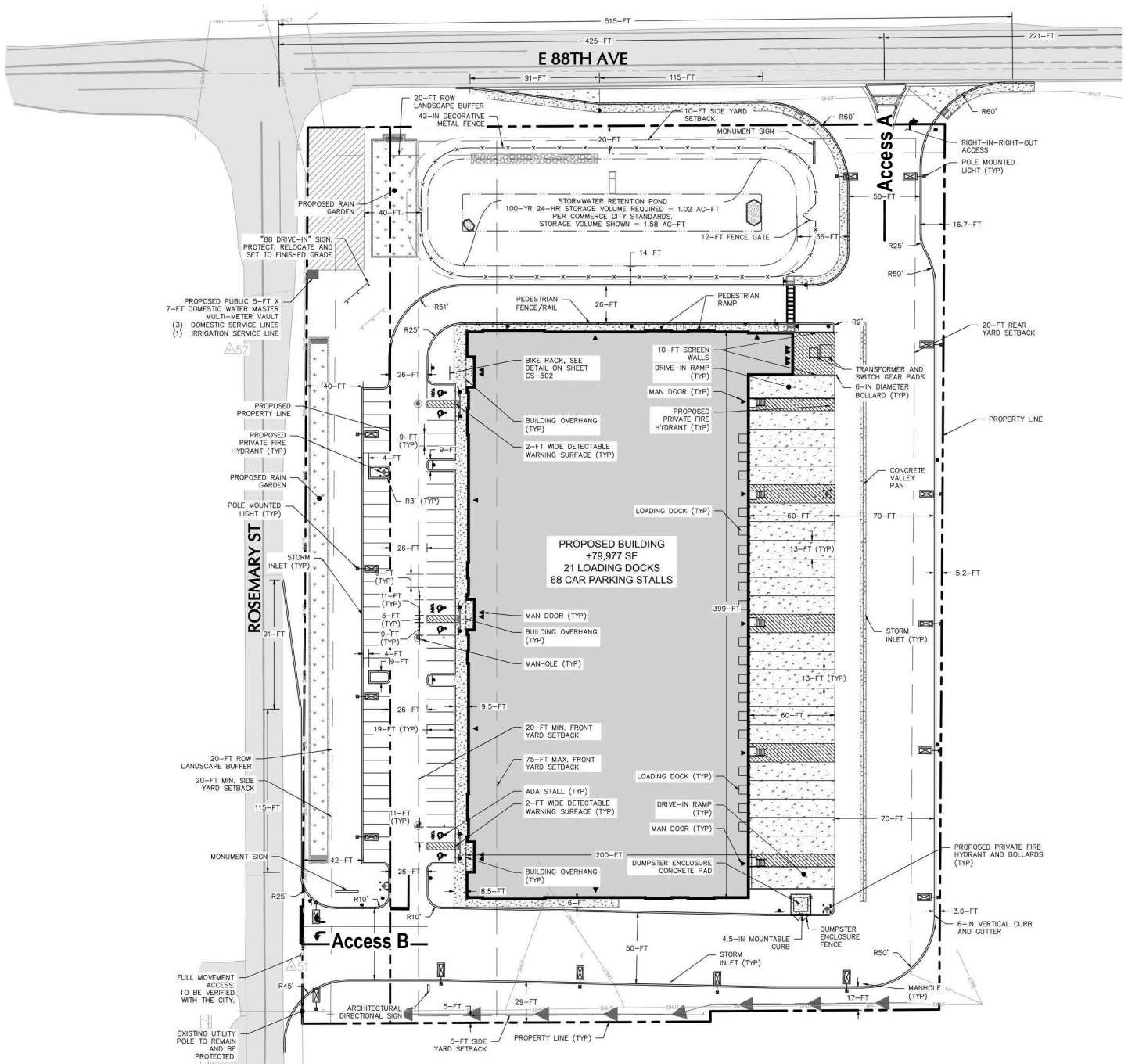
The proposed development plans for a zone change into the industrial zone district and is understood to entail the new construction of an approximate 100,250 square foot building dedicated for warehousing and distribution.

Proposed access to the development is provided at the following locations: one right-in/right-out access onto E 88th Avenue approximately 440 feet east of Rosemary Street (referred to as Access A), and one full-movement access onto Rosemary Street approximately 615 feet south of E 88th Avenue (referred to as Access B).

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2023.

A site plan, as prepared by Langan Engineering and Environmental Services, Inc., is shown on Figure 2. This plan is provided for illustrative purposes.





Existing and Committed Surface Transportation Network

Within the study area, E 88th Avenue is the primary roadway that will accommodate traffic to and from the proposed development. Secondary roadways include Highway 2 and Rosemary Street. A brief description of each roadway is provided below:

E 88th Avenue is an east-west minor arterial roadway having two to four through lanes (one to two lanes in each direction) with exclusive turn lanes at the intersections within the study area. E 88th Avenue provides a posted speed limit of 40 MPH.

Highway 2 is a northeast-southwest roadway having four through lanes (two lanes in each direction) with exclusive turn lanes at the intersection within the study area. Highway 2 provides a posted speed limit of 45 MPH.

Rosemary Street is a north-south major collector roadway having two through lanes (one lane in each direction) with exclusive turn lanes at the intersection within the study area. Rosemary Street provides a posted speed limit of 35 MPH.

The study intersections of E 88th Avenue with Highway 2 and Rosemary Street are signalized. All future access drives are proposed to operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more “STOP” signs.

The Denver Regional Council of Governments’ (DRCOG) 2050 Metro Vision Regional Transportation Plan (RTP)¹ shows E 88th Avenue widening from two to four through lanes, regionally funded and implemented by year 2029. The City of Commerce City’s Capital Projects proposes to widen E 88th Avenue and construct improvements at the intersection of E 88th Avenue with Rosemary Street, including turn lanes, raised medians, traffic signal coordination, and pedestrian connectivity. The City’s Capital Projects also proposes to widen Rosemary Street to an arterial roadway cross-section, accommodating four through lanes (two lanes in each direction) within the study area. In order to provide for a conservative analysis, these improvements are assumed to occur by Year 2041.

¹ 2050 Metro Vision Regional Transportation Plan, Denver Regional Council of Government, April 2021.

II. Existing Traffic Conditions

Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the intersection of E 88th Avenue and Rosemary Street. Average daily (24-hour) traffic volumes were collected on Rosemary Street. Peak hour traffic counts shown for E 88th Avenue and Rosemary Street, as well as 24-hour traffic volumes along E 88th Avenue, were obtained from the 88th Avenue: I-76 NB Ramps to Highway 2 Traffic Technical Report². These counts are shown on Figure 3.

Newly collected and referenced traffic count data is included for reference in Appendix A.

Existing signal timing parameters for the E 88th Avenue intersections with Rosemary Street and Highway 2 were obtained from City Staff and used throughout this study to the best extent possible in order to remain consistent with existing signal coordination plans. City signal timing information received is included for reference in Appendix A.

² 88th Avenue: I-76 NB Ramps to Highway 2: Traffic Technical Report, EST, Inc., July 2020.

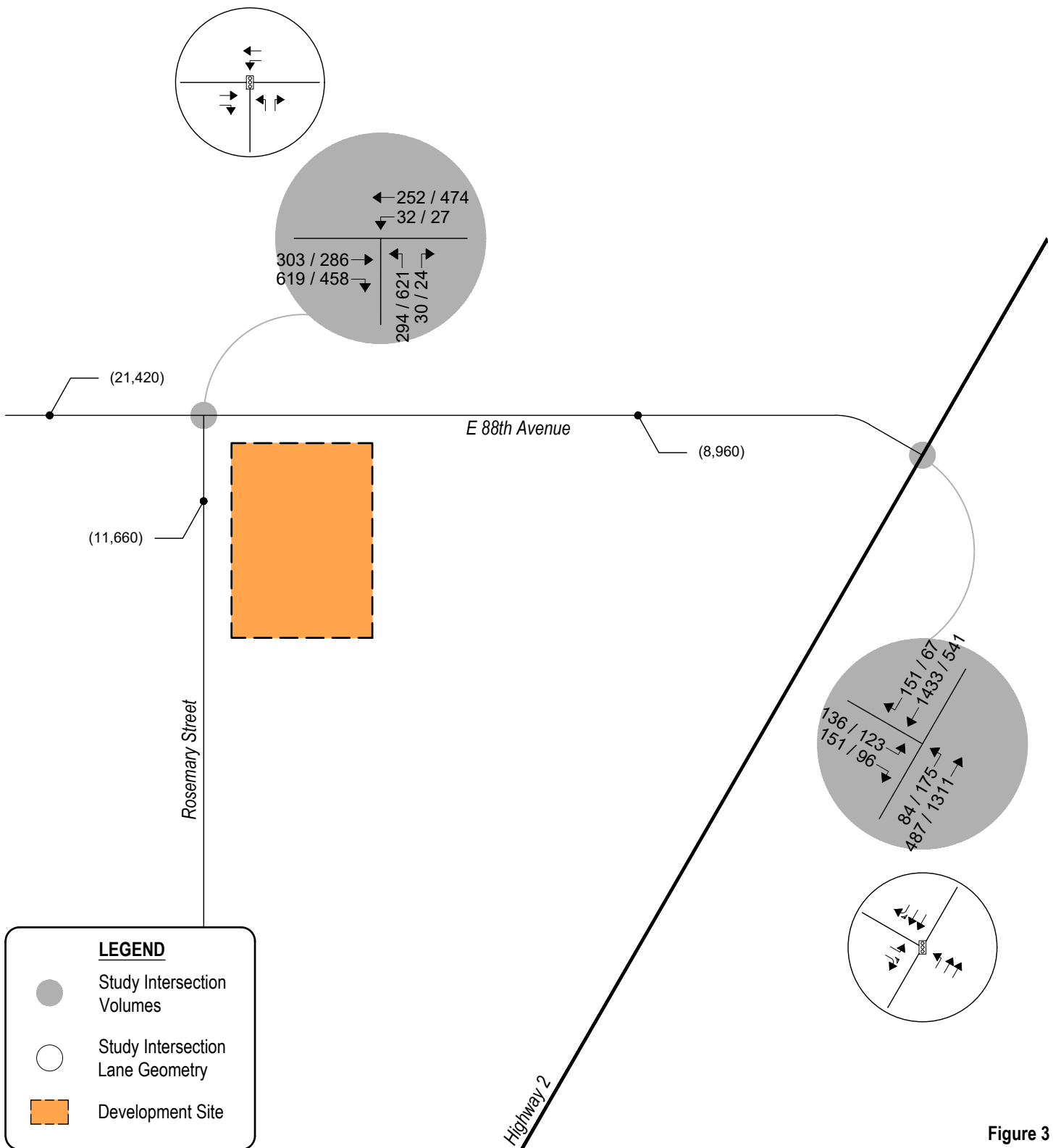


Figure 3
EXISTING TRAFFIC
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic



8780 ROSEMARY STREET

Traffic Impact Study

SM ROCHA, LLC

Traffic and Transportation Consultants

November 2022

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The Signalized and Unsignalized Intersection Analysis techniques, as published in the Highway Capacity Manual (HCM) by the Transportation Research Board and as incorporated into the SYNCHRO computer program, were used to analyze the study intersections. These nationally accepted techniques allow for the determination of intersection LOS based on the congestion and delay of each traffic movement.

Pursuant to Section 5.02.1.G of the City of Commerce City Engineering Construction Standards and Specifications (Standards and Specifications)³, the design objective of each scenario of this study shall be level of service “D”. Level of service is a method of measurement used by transportation professionals to quantify a driver’s perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from “A” which indicates little, if any, vehicle delay, to “F” which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix B and have been used throughout this study.

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

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

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
E 88 th Avenue / Rosemary Street (Signalized)	B (12.8)	C (21.6)
E 88 th Avenue / Highway 2 (Signalized)	B (14.1)	A (9.4)

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)

Existing Traffic Analysis Results

Under existing conditions, operational analysis shows that the signalized intersection of E 88th Avenue with Rosemary Street has overall operations at LOS B during the morning peak traffic hour and LOS C during the afternoon peak traffic hour.

The signalized intersection of E 88th Avenue with Highway 2 has overall operations at LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

³ Engineering Construction Standards and Specifications, City of Commerce City, December 2017.

III. Future Traffic Conditions Without Proposed Development

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

To account for projected increases in background traffic for Years 2023 and 2041, a compounded annual growth rate was determined by comparing existing 24-hour traffic volumes to Year 2050 model traffic volumes provided by DRCOG's travel model (Focus), which anticipates a compounded annual growth rate between one and two percent. Therefore, in order to provide for a conservative analysis, a growth rate of approximately two percent was applied to existing traffic volumes.

To account for projected traffic from adjacent developments not yet built, trip generations from the SWC 88th Avenue and Rosemary Street Traffic Impact Study⁴ and Lucky 22 Offices Traffic Generation Analysis⁵ were added to background traffic volumes. Site trips from referenced studies are provided for reference in Appendix A.

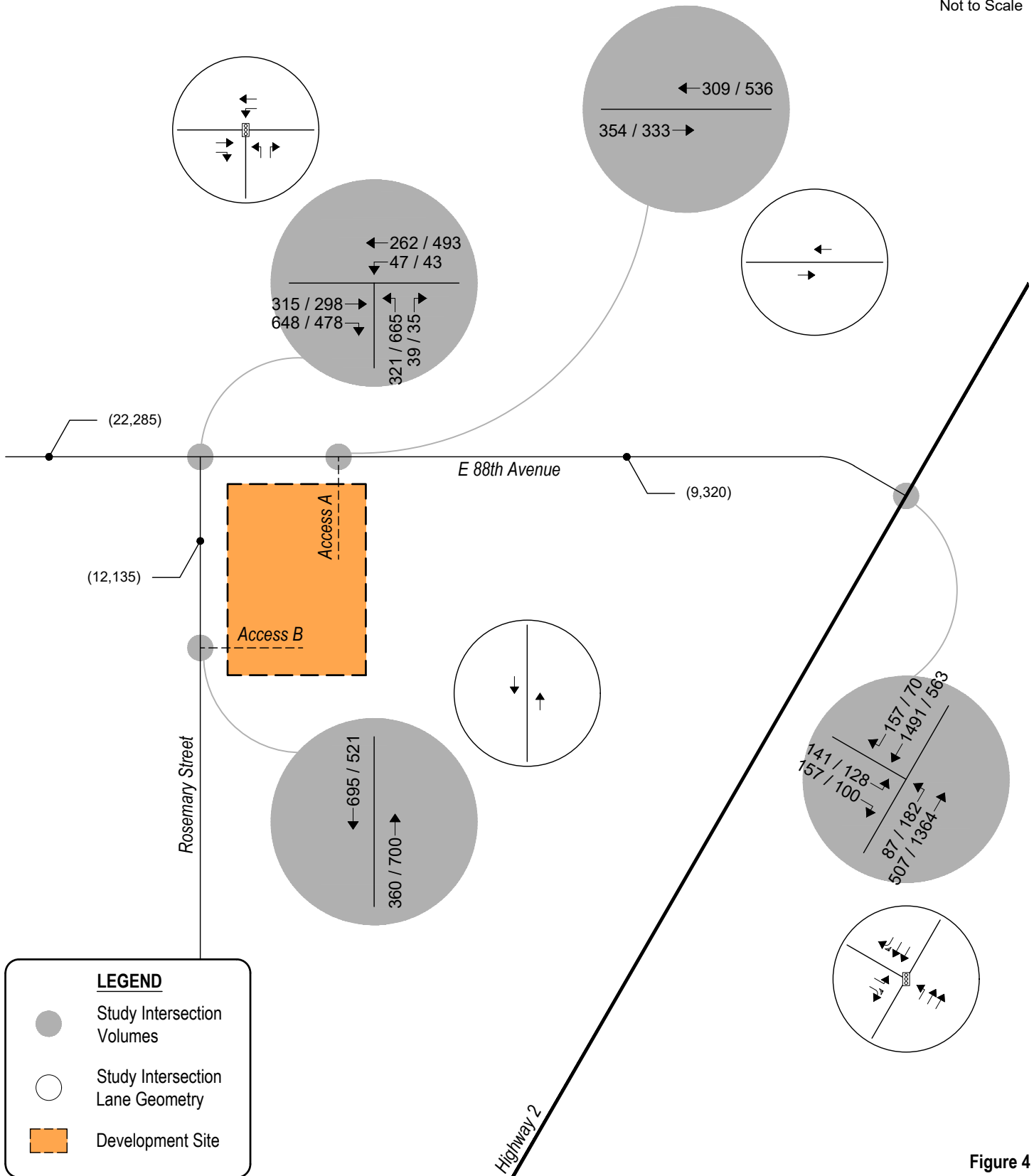
Pursuant to the committed area roadway improvements discussed in Section I, Year 2023 background traffic conditions assumes no roadway improvements to accommodate regional transportation demands. This is understood to provide for a conservative analysis.

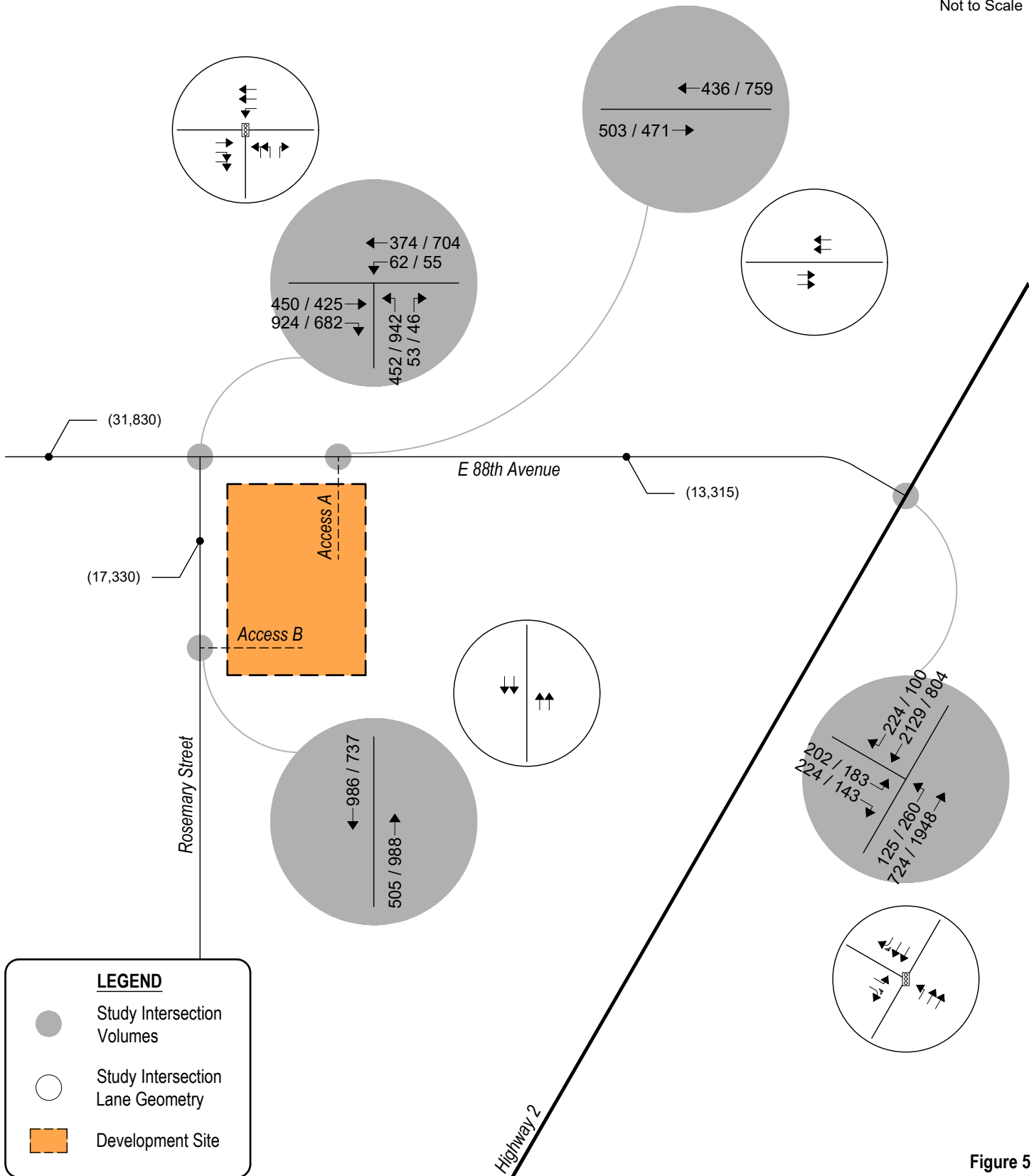
Year 2041 assumes E 88th Avenue built-out to four through lanes, as anticipated by DRCOG's 2050 RTP, as well as intersection improvements at E 88th Avenue and Rosemary Street, as anticipated within preliminary roadway plans provided by the City's 88th Avenue Widening Environmental Assessment (EA). Dual eastbound right turn lanes along E 88th Avenue at Rosemary Street, and dual northbound left turn lanes along Rosemary Street at E 88th Avenue, are proposed as part of this planned improvement. Rosemary Street is also expected to be widened to four through lanes in order to accommodate the dual right turn lanes and pursuant to the City's Capital Projects. Year 2041 also assumes existing signal timing parameters for E 88th Avenue with Rosemary Street and Highway 2 with optimized intersection splits in effort to better long-term intersection performance. This assumption is understood to provide for a conservative analysis.

Projected background traffic volumes and intersection geometry for Years 2023 and 2041 are shown on Figure 4 and Figure 5, respectively.

⁴ SWC 88th Ave. and Rosemary St.: Traffic Impact Study – Revised, Aldridge Transportation Consultants, LLC, July 2020.

⁵ Lucky 22 Offices: Traffic Generation and Warrant Analysis, SM ROCHA, LLC, February 2021.





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

Background traffic level of service analysis results for Year 2023 are listed in Table 2. Year 2041 operational results are summarized in Table 3.

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

Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2023

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
E 88 th Avenue / Rosemary Street (Signalized)	B (14.8)	C (25.6)
E 88 th Avenue / Highway 2 (Signalized)	B (15.0)	A (9.7)

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)

Background Traffic Analysis Results – Year 2023

Year 2023 background traffic analysis indicates that the signalized intersection of E 88th Avenue with Rosemary Street anticipates overall operations at LOS B during the morning peak traffic hour and LOS C during the afternoon peak traffic hour.

The signalized intersection of E 88th Avenue with Highway 2 shows overall operations at LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2041

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
E 88 th Avenue / Rosemary Street (Signalized)	B (10.0)	B (16.4)
E 88 th Avenue / Highway 2 (Signalized)	D (37.4)	B (15.7)

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)

Background Traffic Analysis Results – Year 2041

By Year 2041 and without the proposed development, and with consideration of assumed roadway and intersection improvements, the study intersection of E 88th Avenue with Rosemary Street experiences overall LOS B operations during both the morning and afternoon peak traffic hours.

The signalized intersection of E 88th Avenue with Highway 2 expects overall operations at LOS D during the morning peak traffic hour and LOS B during the afternoon peak traffic hour.

IV. Proposed Project Traffic

Trip Generation

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

The ITE land use code 150 (Warehousing) was used for estimating trip generation because of its best fit to the proposed land use description.

Table 4 presents trip generation rates derived from ITE's fitted curve equations for the development area proposed. Use of ITE's fitted curve equations presents a more conservative analysis than ITE's average trip generation rates.

Table 4 – Trip Generation Rates

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
150	Warehousing	KSF	39.87	18.28	5.46	23.74	7.45	19.15	26.60

Key: KSF = Thousand Square Feet Gross Floor Area.

Note: All data and calculations above are subject to being rounded to nearest value.

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

Table 5 – Trip Generation Summary

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
150	Warehousing	100.3 KSF	197	27	8	36	11	28	39
Total:			197	27	8	36	11	28	39

Key: KSF = Thousand Square Feet Gross Floor Area.

Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out, Table 5 illustrates that the proposed development has the potential to generate approximately 197 daily trips with 36 of those occurring during the morning peak hour and 39 during the afternoon peak hour.

Adjustments to Trip Generation Rates

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

Trip Distribution

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

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

Trip Assignment

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

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

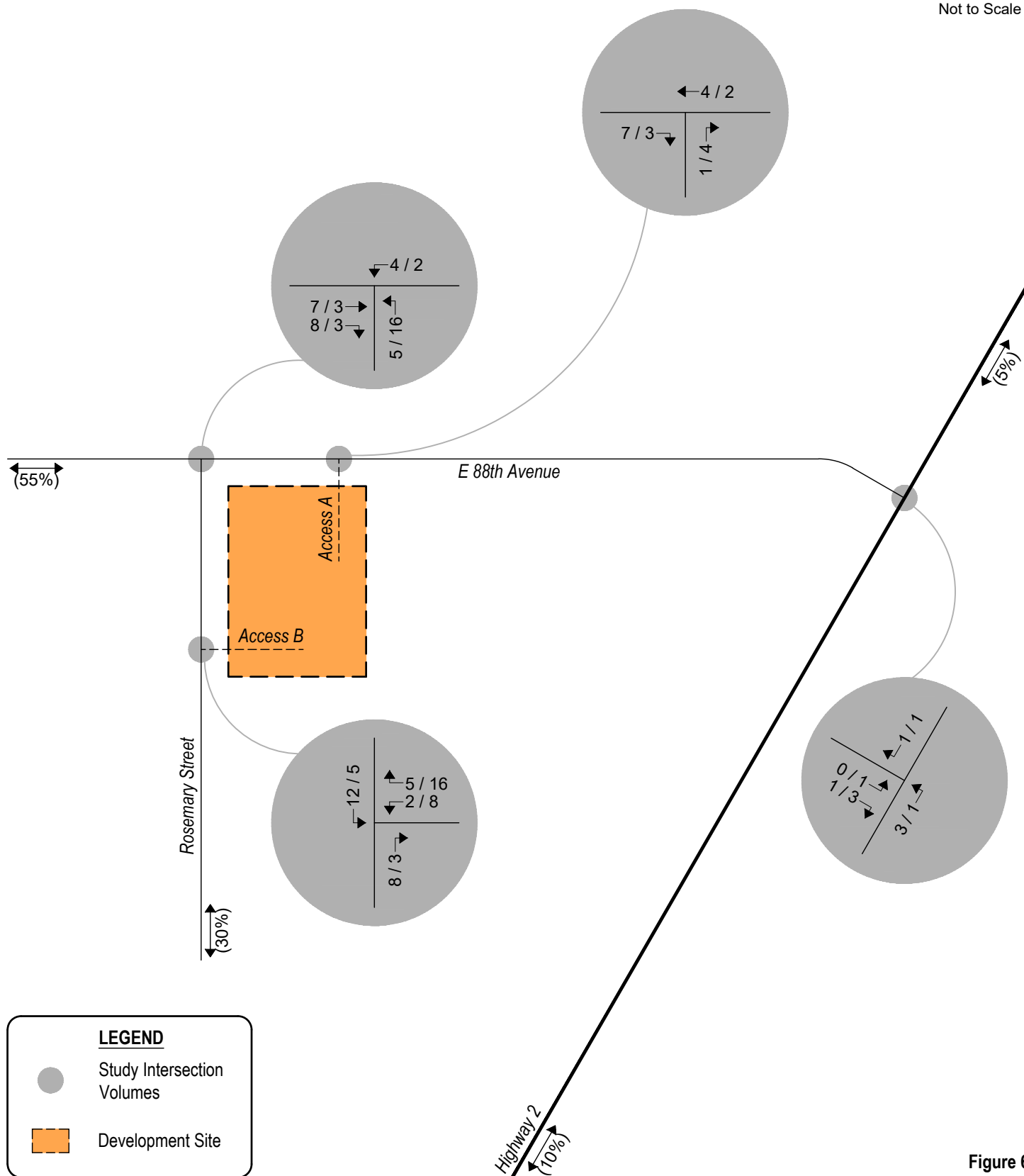


Figure 6
SITE DEVELOPMENT DISTRIBUTION
(%) : Overall
SITE-GENERATED
AM / PM Peak Hour



V. Future Traffic Conditions With Proposed Developments

Site-generated traffic was added to background traffic projections for Years 2023 and 2041 to develop total traffic projections. For analysis purposes, it was assumed that development construction would be completed by end of Year 2023.

Pursuant to area roadway improvement discussions provided in Section III, Year 2023 total traffic conditions assumes no roadway improvements to accommodate regional transportation demands. Year 2041 assumes the widening of E 88th Avenue and Rosemary Street to four through lanes as anticipated by DRCOG's 2050 RTP and the City's Capital Projects, and intersection improvements at E 88th Avenue and Rosemary Street as shown within preliminary roadway plans from Appendix D of the 88th Avenue Environmental Assessment (EA)⁶. Additional roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency.

Projected Year 2023 total traffic volumes and intersection geometry are shown in Figure 7.

Figure 8 shows projected total traffic volumes and intersection geometry for Year 2041.

Auxiliary Lane Analysis

Auxiliary lanes for site development accesses are to be based on the City of Commerce City Engineering Construction Standards and Specifications.

Considering development build-out, an evaluation of auxiliary lane requirements, pursuant to Section 3.04.1.1, Table 3-6 of the City's Standards and Specifications, reveals that an eastbound right turn deceleration lane at Access A along E 88th Avenue is not required since the development's projected peak hour right turn ingress volume does not exceed the City's threshold of 20 vehicles per hour.

An evaluation of auxiliary lane requirements, pursuant to Section 3.04.1.1, Table 3-6 of the City's Standards and Specifications, reveals that a northbound right turn deceleration lane at Access B along Rosemary Street is not required since the development's projected peak hour right turn ingress volume does not exceed the City's threshold of 25 vehicles per hour.

Pursuant to Section 3.04.1.1, Table 3-7 of the City's Standards and Specifications, an evaluation of auxiliary lane requirements, reveals that a southbound left turn deceleration lane at Access B along Rosemary Street may be required since Rosemary Street has a roadway classification as a major collector.

⁶ E 88th Avenue Environmental Assessment: I-76 to Highway 2, Denver Regional Council of Governments, May 2021.

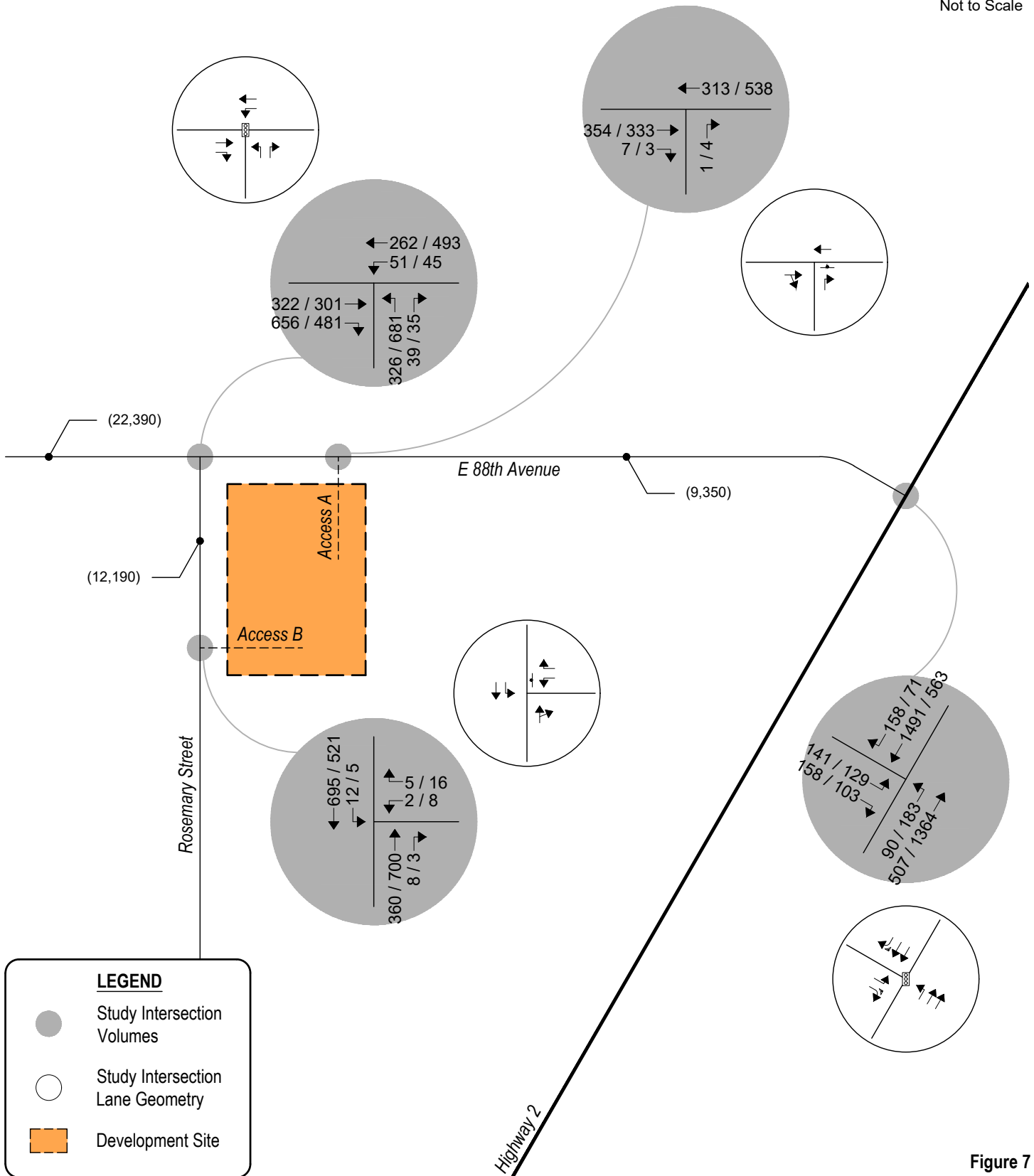
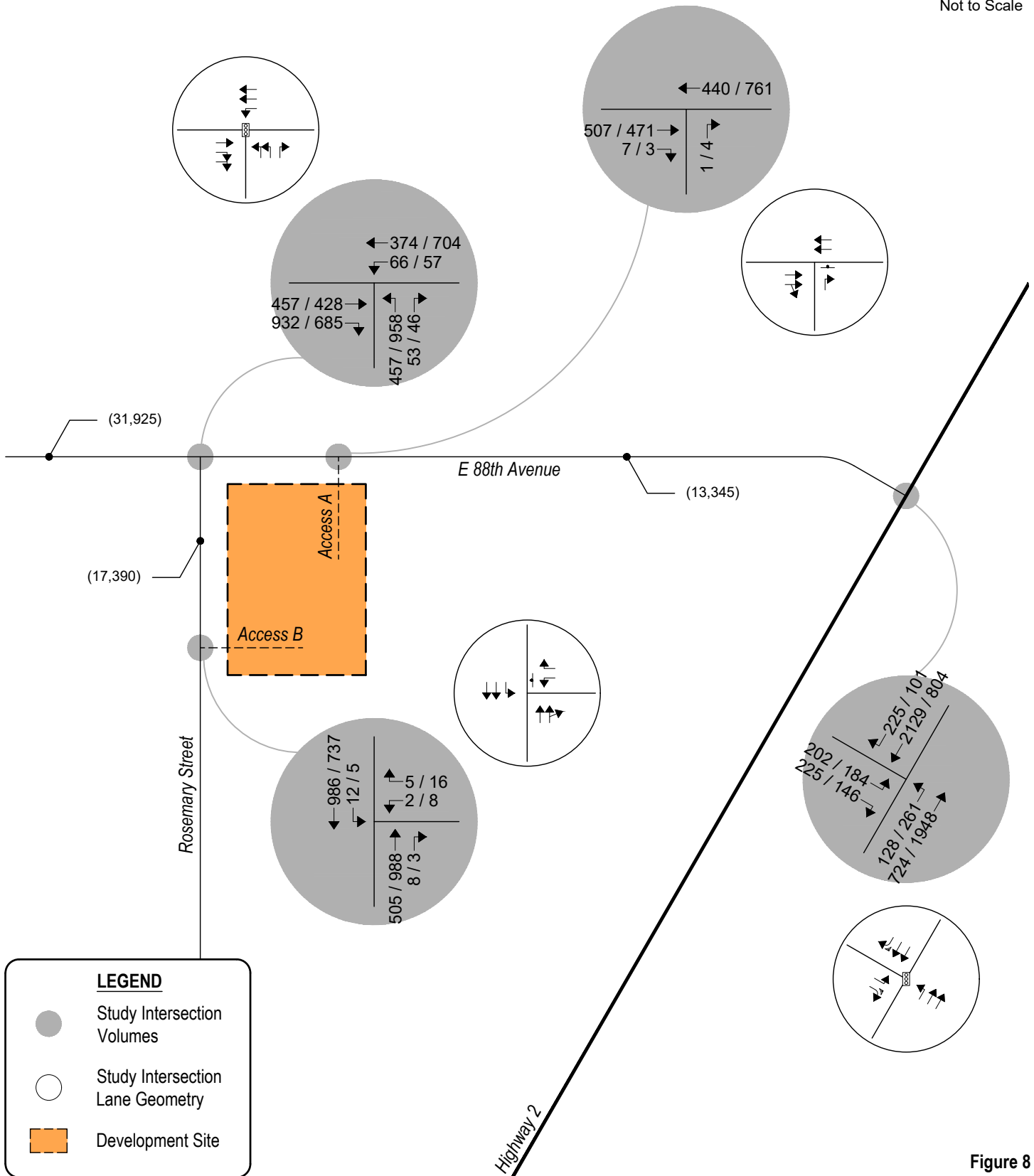


Figure 7
TOTAL TRAFFIC - YEAR 2023
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic





VI. Project Impacts

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

Peak Hour Intersection Levels of Service

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. Total traffic level of service analysis results for Years 2023 and 2041 are summarized in Table 6 and Table 7, respectively.

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

Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2023

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
E 88th Avenue / Rosemary Street (Signalized)	B (15.3)	C (27.1)
E 88th Avenue / Highway 2 (Signalized)	B (15.0)	A (9.7)
E 88th Avenue / Access A (Stop-Controlled) Northbound Right	B	B
Rosemary Street / Access B (Stop-Controlled) Westbound Left	C	D
Westbound Right	B	B
Southbound Left	A	A

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

Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2041

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
E 88th Avenue / Rosemary Street (Signalized)	B (10.2)	B (16.6)
E 88th Avenue / Highway 2 (Signalized)	D (37.7)	B (15.8)
E 88th Avenue / Access A (Stop-Controlled) Northbound Right	B	A
Rosemary Street / Access B (Stop-Controlled) Westbound Left	C	E
Westbound Right	B	B
Southbound Left	A	B

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

Total Traffic Analysis Results Upon Development Build-Out

Table 7 illustrates how, by Year 2041 and upon development build-out, the signalized intersection of E 88th Avenue with Rosemary Street continues to show overall LOS B operations during both the morning and afternoon peak traffic hours. Compared to the background traffic analysis, the traffic generated by the proposed development is not expected to significantly change the operations of the study intersection.

The signalized intersection of E 88th Avenue with Highway 2 is projected to have morning peak traffic hour operations at LOS D and afternoon peak traffic hour operations at LOS B.

The stop-controlled, right-in/right-out intersection of E 88th Avenue with Access A is projected to have turning movement operations at LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

The stop-controlled, full-movement intersections of Rosemary Street with Access B is shown to have turning movement operations at or better than LOS C during the morning peak traffic hour and LOS C during the afternoon peak traffic hour. The exception includes the westbound left turn movement which operates at LOS E during the afternoon peak traffic hour. The LOS E operation is attributed to the through traffic volume along Rosemary Street and the stop-controlled nature of the intersection.

It is to be noted that it is not uncommon for unsignalized movements to or from a major collector roadway, in urban areas, to operate with noticeable delays during peak traffic hours. It is, however, likely that turn movements will operate better than the results obtained with this HCM Two-Way Stop-Control (TWSC) level of service analysis would indicate, as the HCM analysis may not accurately account for the effect of vehicle platooning and gaps caused by upstream signals. Upstream signal controls along Rosemary Street may create additional gaps in the traffic stream for turning movements at Access B which would most likely provide mitigation to the LOS E operation projected during the afternoon peak traffic hour. As such, no mitigating improvements are expected to be needed nor recommended.

Queue Length Analysis

Queue lengths for the study intersections were analyzed using Year 2041 total traffic conditions. The analysis yields estimate of 95th percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. Queue lengths were modeled and are included with the Synchro worksheets in Appendix C.

At the signalized intersection of E 88th Avenue with Rosemary Street, the greatest northbound queue length anticipated occurs during the afternoon peak traffic hour. The queue length is approximately 340 feet, or approximately fourteen vehicles, for the northbound left turn movement. Review of Table 18 from the 88th Avenue: I-76 NB Ramps to Highway 2 Traffic Technical Report indicates this anticipated queue length can be accommodated within the proposed dual left turn lane configuration.

No significant queues at the proposed site access intersections were indicated. The greatest on-site queue lengths anticipated occur during either peak traffic hour and are approximately one to two vehicles for the northbound right turn movement at Access A and for the westbound left and right turn movements at Access B.

Recommended Improvements

Table 8 illustrates the committed and recommended roadway and intersection control improvements associated with the proposed 8780 Rosemary Street development and adjacent study area.

Table 8 – Recommended Improvements Summary

IMPROVEMENT	TYPE	TIMING	RESPONSIBILITY
Construct southbound left turn lane along Rosemary Street at site access (Access B)	Auxiliary Lane	With Site Development	Applicant / Developer
Widen E 88th Avenue to four-lane cross-section from I-76 NB Ramps to Highway 2	Roadway Segment	By Year 2029 (per DRCOG's 2050 RTP)	City Capital Improvement Project
Widen Rosemary Street to arterial cross-section from E 88th Avenue to E 80th Avenue	Roadway Segment	Year 2023 (Per City CIP)	City Capital Improvement Project
Construct dual eastbound right turn and dual northbound left turn lanes at E 88th Avenue / Rosemary Street intersection, implement signal coordination along E 88th Avenue	Intersection Improvements	Year 2023 (Per City CIP)	City Capital Improvement Project

VII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled 8780 Rosemary Street. This proposed development consists of a warehouse and distribution facility. The development is located at the southeast corner of E 88th Avenue and Rosemary Street in Commerce City, Colorado.

The study area examined in this analysis encompassed E 88th Avenue from Rosemary Street east to Highway 2, and includes proposed site access drives.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2023 and Year 2041 background traffic conditions, and Year 2023 and Year 2041 total traffic conditions.

Analysis of existing traffic conditions indicates that the signalized intersections within the study area have overall operations at LOS B during the morning peak traffic hour and LOS C or better during the afternoon peak traffic hour.

Without the proposed development, Year 2023 background operational analysis shows that the signalized E 88th Avenue intersections continues to project overall operations at LOS B during the morning peak traffic hour and LOS C or better during the afternoon peak traffic hour.

By Year 2041, without the proposed development, and with consideration of future roadway and intersection improvements, the signalized intersections within the study area project overall operations at or better than LOS D during the morning peak traffic hour and LOS B during the afternoon peak traffic hour.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system upon roadway and intersection control improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2041 background traffic conditions. Proposed site accesses have long-term operations at LOS C or better during peak traffic periods and upon build-out. The exception includes the westbound left turn movement which operates at LOS E during the afternoon peak traffic hour. The LOS E operation is attributed to the through traffic volume along Rosemary Street and the stop-controlled nature of the intersection. Considering how upstream signal controls along Rosemary Street may create additional gaps in the traffic stream for turning movements at Access B which would most likely provide mitigation to the LOS E operation projected during the afternoon peak traffic hour, no mitigating improvements are expected to be needed nor recommended.

An evaluation of auxiliary lanes requirements reveals that a southbound left turn deceleration lane at Access B along Rosemary Street may be required since Rosemary Street has a roadway classification as a major collector.

APPENDIX A

**Traffic Count Data
Signal Timing Information**



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

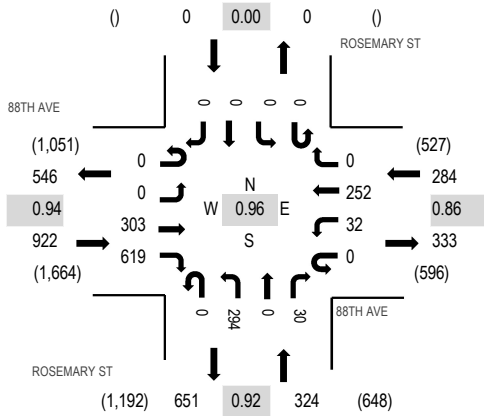
Location: 1 ROSEMARY ST & 88TH AVE AM

Date: Wednesday, September 29, 2021

Peak Hour: 07:00 AM - 08:00 AM

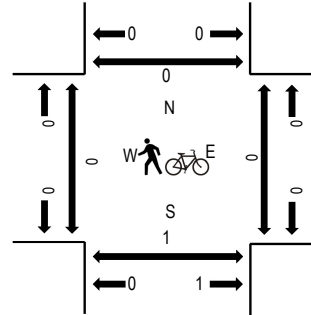
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	88TH AVE Eastbound				88TH AVE Westbound				ROSEMARY ST Northbound				ROSEMARY ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	76	168	0	5	70	0	0	57	0	3	0	0	0	0	379	1,530	0	0	0	0
7:15 AM	0	0	76	138	0	9	74	0	0	80	0	9	0	0	0	0	386	1,501	0	0	0	0
7:30 AM	0	0	68	151	0	6	59	0	0	76	0	7	0	0	0	0	367	1,438	0	0	0	0
7:45 AM	0	0	83	162	0	12	49	0	0	81	0	11	0	0	0	0	398	1,374	0	0	0	0
8:00 AM	0	0	60	141	0	17	57	0	0	68	0	7	0	0	0	0	350	1,309	0	0	0	0
8:15 AM	0	0	67	134	0	7	41	0	0	71	0	3	0	0	0	0	323		0	0	0	0
8:30 AM	0	0	61	107	0	9	42	0	0	81	0	3	0	0	0	0	303		0	0	0	0
8:45 AM	0	0	54	118	0	8	62	0	0	83	0	8	0	0	0	0	333		0	0	0	0
Count Total	0	0	545	1,119	0	73	454	0	0	597	0	51	0	0	0	0	2,839		0	0	0	0
Peak Hour	0	0	303	619	0	32	252	0	0	294	0	30	0	0	0	0	1,530		0	0	0	0



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

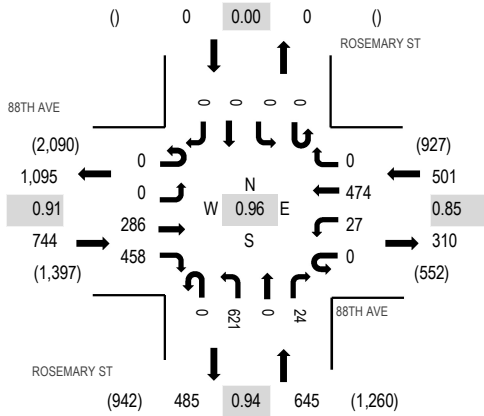
Location: 1 ROSEMARY ST & 88TH AVE PM

Date: Wednesday, September 29, 2021

Peak Hour: 04:30 PM - 05:30 PM

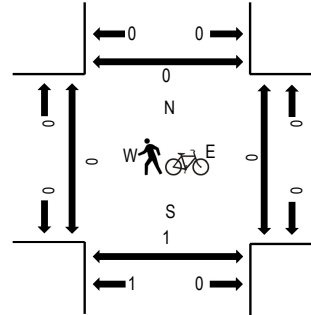
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	88TH AVE Eastbound				88TH AVE Westbound				ROSEMARY ST Northbound				ROSEMARY ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	51	90	0	9	89	0	0	157	0	3	0	0	0	0	399	1,810	0	0	0	0
4:15 PM	0	0	66	106	0	7	147	0	0	155	0	7	0	0	0	0	488	1,886	0	0	0	0
4:30 PM	0	0	70	99	0	10	118	0	0	140	0	10	0	0	0	0	447	1,890	0	0	0	0
4:45 PM	0	0	68	107	0	5	124	0	0	170	0	2	0	0	0	0	476	1,824	0	0	0	0
5:00 PM	0	0	73	122	0	9	106	0	0	161	0	4	0	0	0	0	475	1,774	0	0	0	0
5:15 PM	0	0	75	130	0	3	126	0	0	150	0	8	0	0	0	0	492		0	0	0	0
5:30 PM	0	0	63	111	0	6	77	0	0	121	0	3	0	0	0	0	381		0	0	0	0
5:45 PM	0	0	46	120	0	8	83	0	0	166	0	3	0	0	0	0	426		0	0	0	0
Count Total	0	0	512	885	0	57	870	0	0	1,220	0	40	0	0	0	0	3,584		0	0	0	0
Peak Hour	0	0	286	458	0	27	474	0	0	621	0	24	0	0	0	0	1,890		0	0	0	0

Date Start: 29-Sep-21
Site Code: 2
Station ID: 2
ROSEMARY ST S.O. 88TH AVE

Start Time	29-Sep-21 Wed	NB	SB	Total
12:00 AM		27	29	56
01:00		21	18	39
02:00		24	29	53
03:00		26	41	67
04:00		37	86	123
05:00		130	334	464
06:00		291	671	962
07:00		327	643	970
08:00		314	547	861
09:00		187	259	446
10:00		214	222	436
11:00		213	267	480
12:00 PM		247	262	509
01:00		241	283	524
02:00		342	265	607
03:00		528	319	847
04:00		653	431	1084
05:00		576	533	1109
06:00		420	348	768
07:00		207	236	443
08:00		152	152	304
09:00		120	97	217
10:00		106	84	190
11:00		55	48	103
Total		5458	6204	11662
Percent		46.8%	53.2%	
AM Peak	-	07:00	06:00	-
Vol.	-	327	671	-
PM Peak	-	16:00	17:00	-
Vol.	-	653	533	-
Grand Total		5458	6204	11662
Percent		46.8%	53.2%	
ADT		ADT 11,662	AADT 11,662	

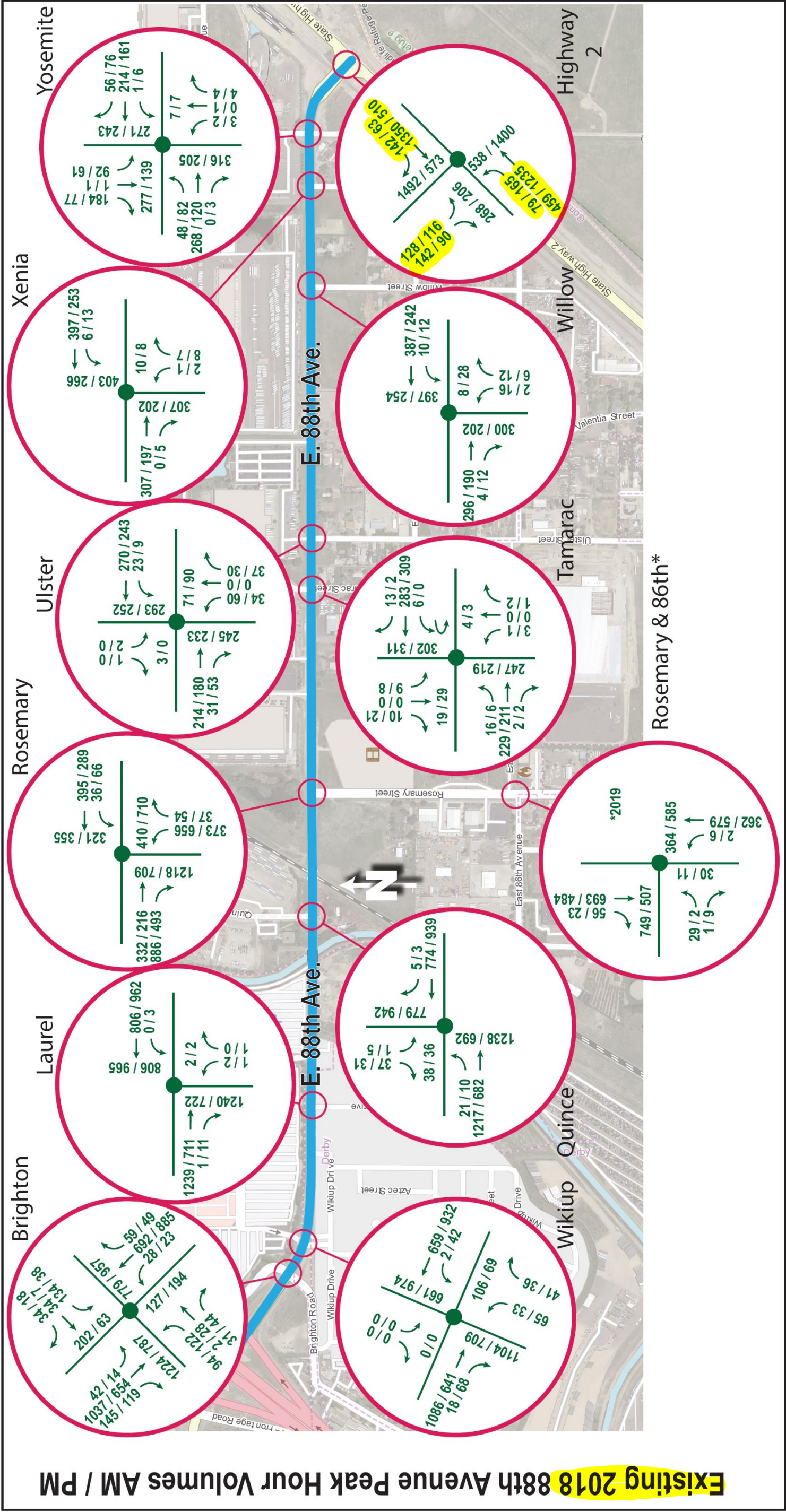


Figure 2. 2018 (*2019) Traffic Data Collection Locations and Weekday AM/PM Peak Hour Turning Movement Counts

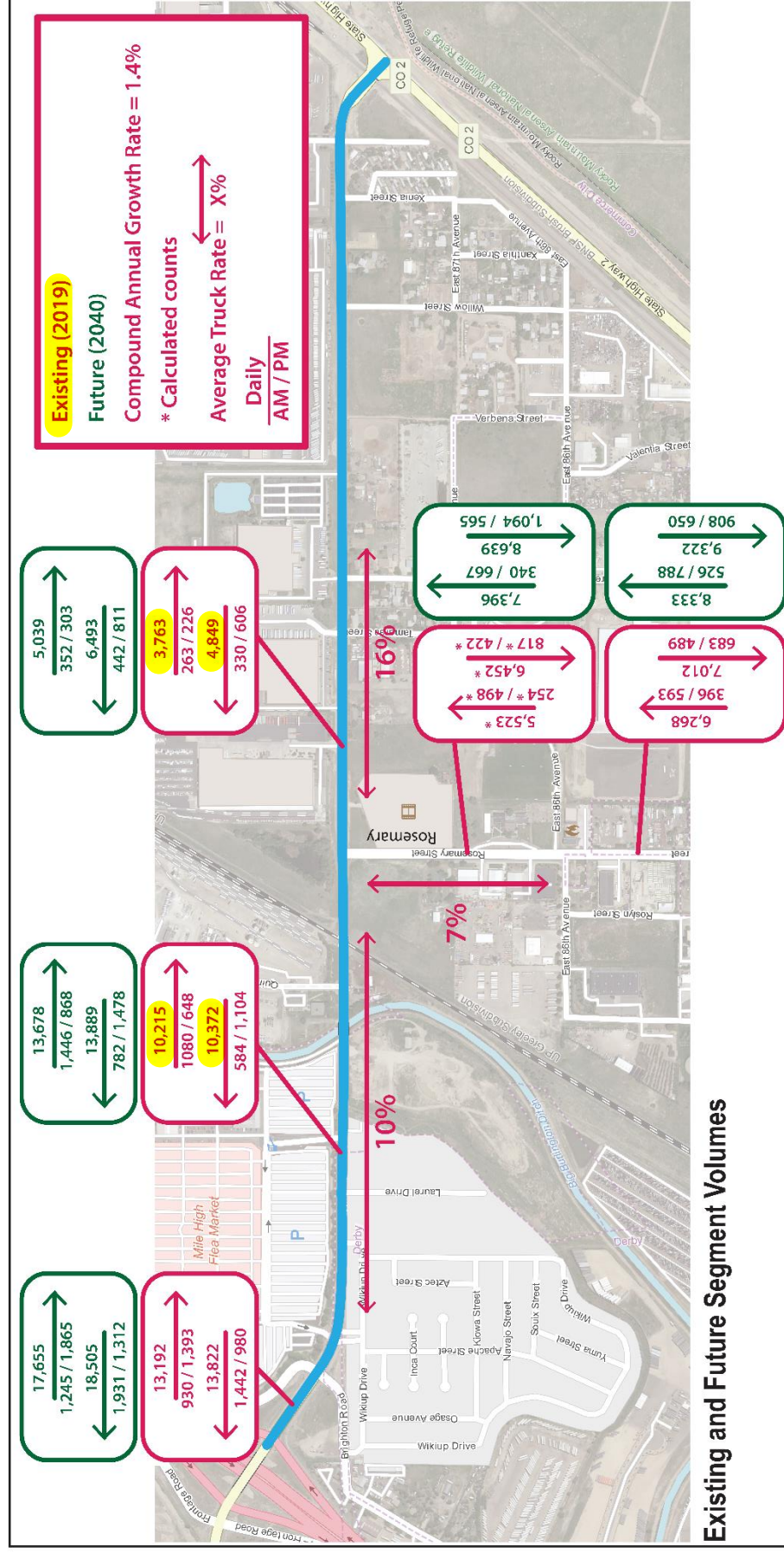
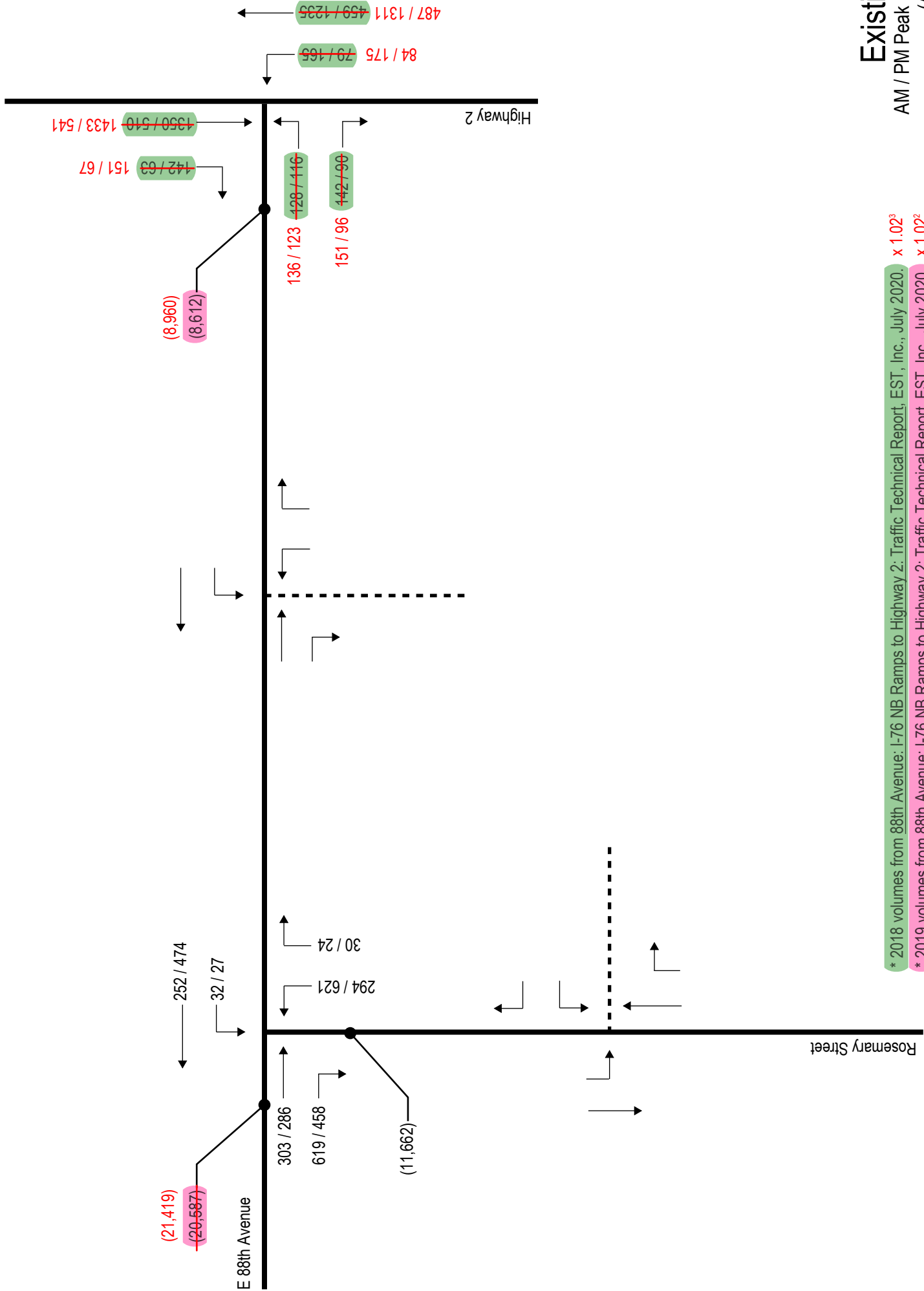


Figure 10. Existing (2019) and Future (2040) Segment Volumes and Average Truck Percentage



* 2018 volumes from 88th Avenue: I-76 NB Ramps to Highway 2: Traffic Technical Report, EST, Inc., July 2020. x 1.02³
* 2019 volumes from 88th Avenue: I-76 NB Ramps to Highway 2: Traffic Technical Report, EST, Inc., July 2020. x 1.02²

GROWTH FACTOR, From Existing & Future Traffic Volumes

EXISTING			
VOLUME (EV):	YEAR		
20,587	2019	E 88th Ave	
11,662	2021	Rosemary	
FUTURE			
VOLUME (FV):	YEAR		
30,000	2050	E 88th Ave	**per DRCOG's Model Assigned 2050 All-Day Traffic Volumes
9,000	2050	Rosemary	**per DRCOG's Model Assigned 2050 All-Day Traffic Volumes
GROWTH FACTOR (GF):		Years of Growth:	
GF=FV/EV=	1.46	31	
	0.77	29	

COMPOUNDED ANNUAL GROWTH RATE in PERCENTAGE, From Known Growth Factor

GROWTH FACTOR (GF):			
	1.46	E 88th Ave	
	0.77	Rosemary	
GROWTH RATE:			
n = Number of Years =		31	
n = Number of Years =		29	
$\sqrt[n]{GF}$	=	1.0122	E 88th Ave
		0.9911	Rosemary
(GF-1)*100=	1.22 %		E 88th Ave
	-0.89 %		Rosemary
or approximate annual growth of:		1.2%	E 88th Ave
		-0.9%	Rosemary

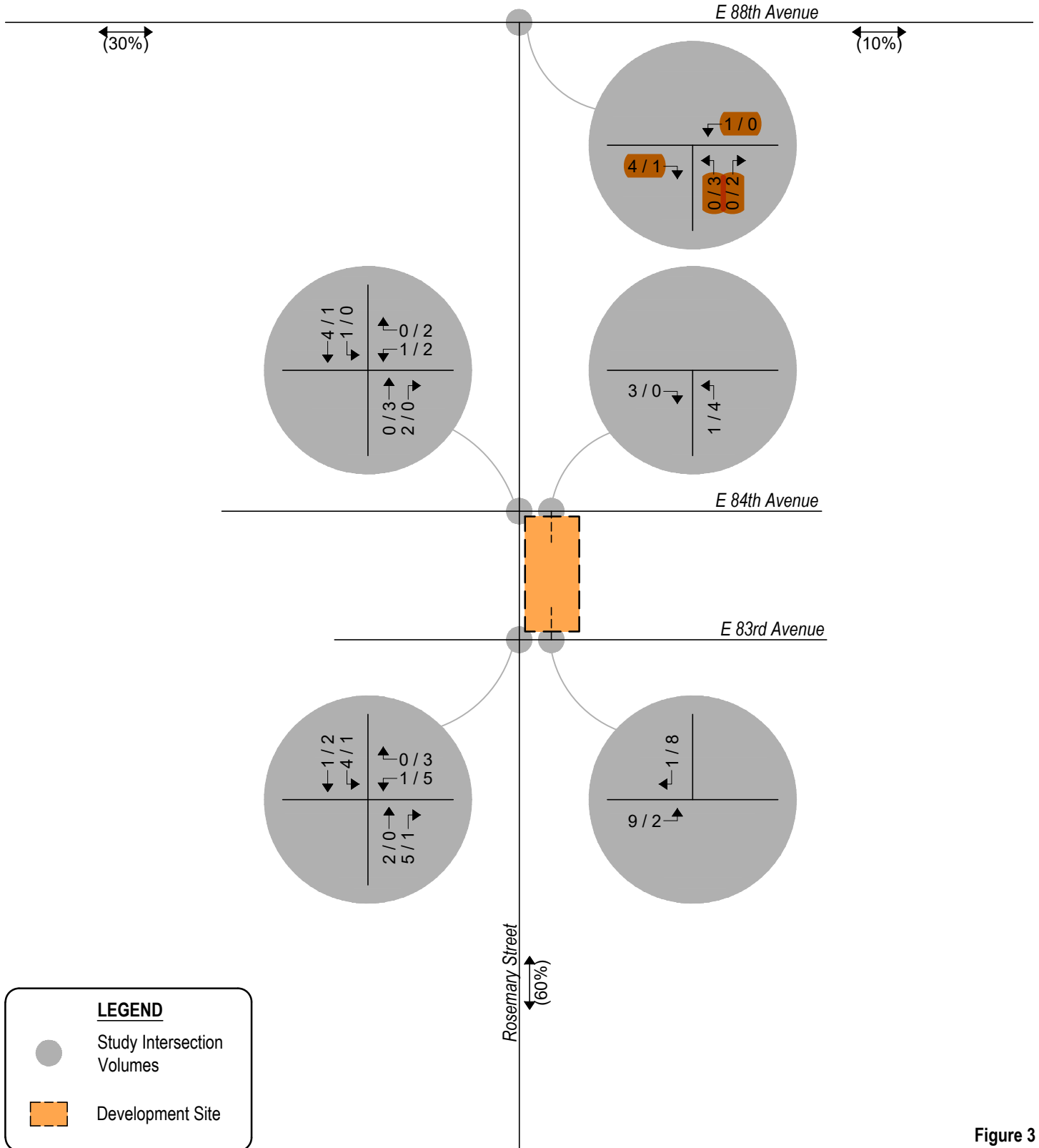


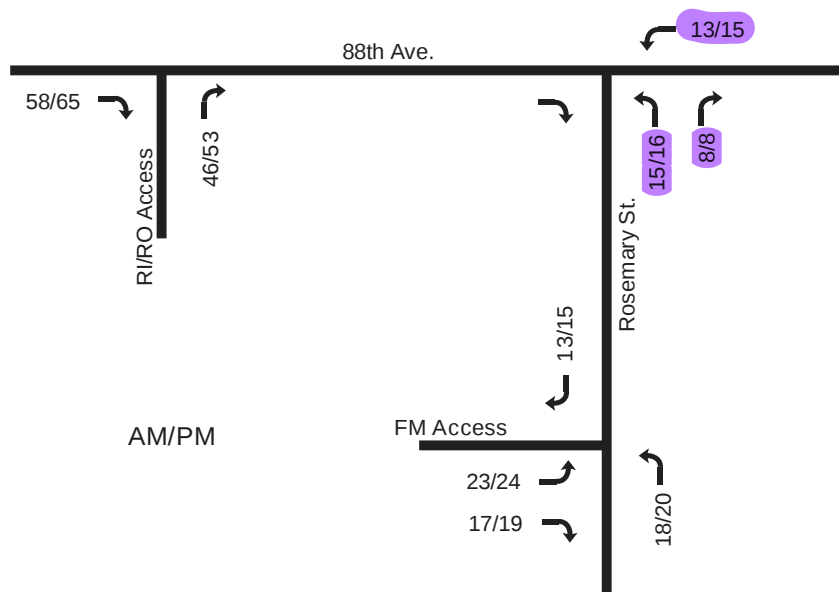
Figure 3
SITE DEVELOPMENT DISTRIBUTION
(%) : Overall
SITE-GENERATED
AM / PM Peak Hour





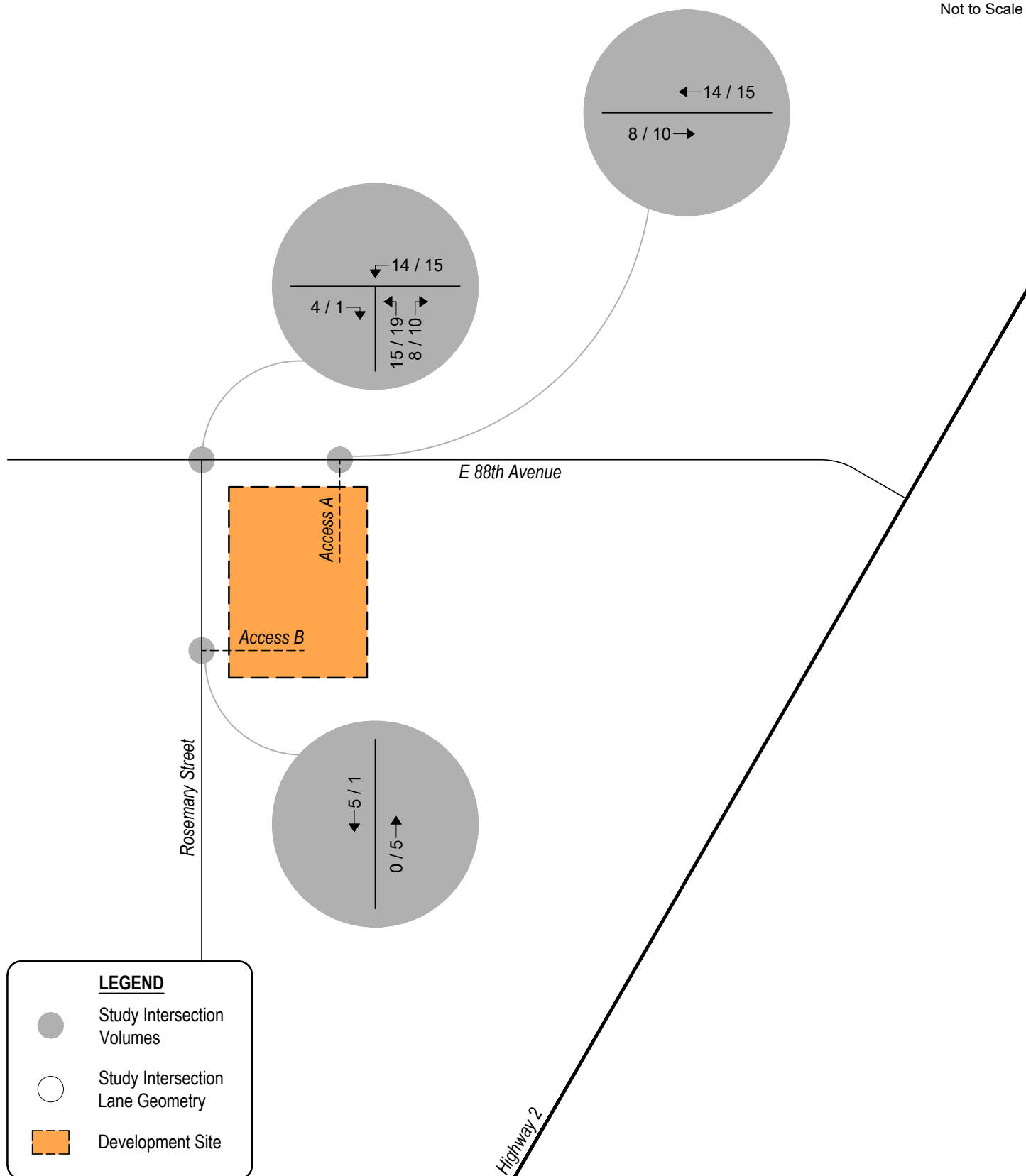
Traffic in and out of convenience stores and gas stations are generally made in the same direction. The pass-by trip percent is approximately 56 percent per the ITE Trip Generation Handbook, 3rd Edition. But as the site generated volumes are relatively low, the reduction of the site generated traffic at the intersection of 88th and Rosemary is insignificant in terms of operational and level of service characteristics.

The trip distribution and assignment assume that 65 percent of the trips will enter/exit to/from the eastbound traffic on 88th Ave. and that 15 percent will enter/exit to/from the westbound direction on 88th Ave. by diverting from 88th Ave. to the access on Rosemary St. The remaining 20 percent will enter/exit to/from the northbound direction on Rosemary St. At the intersection of 88th and Rosemary St. the generated traffic as assigned based on the percent split of the existing turning movements. The trip distribution and assignment are depicted in the graphic below and on the Synchro graphics attached in the appendix.



4. Background and Future Conditions

The City's 2010 Transportation Plan had programmed a future grade separated crossing at the existing 88th Ave. and Union Pacific Railroad at-grade crossing. This was recently removed from consideration. The plan, however, still proposes to widen 88th Ave. from 2 lanes to 4 lanes. This is a medium priority project



BACKGROUND TRAFFIC - ADJACENT DEVELOPMENT TRIPS

Volumes

AM / PM Peak Hour

(ADT) : Average Daily Traffic

November 2022



8780 ROSEMARY STREET

Traffic Impact Study

SM ROCHA, LLC

Traffic and Transportation Consultants

SEPAC ECOM All Data

10/6/2021
8:56:27AM

Intersection Name: **Hwy2 & 88th**

Intersection Alias: **88Hwy2**

Access Data

1 :1200 Baud
3 :1200 Baud

Access Code: **9999**

Channel:

Address: **1**

Revision: **3.58**

IP Address: **10.254.4.140:1**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	3-Yel	0-None	1-Inact	1-Inact	3-Yel	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						
Min		Passage	Max1	Max2	Yellow	All Red	Dyn Max Limit	Dyn Max Step	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Ped		Alt Ped Clr	Flash Walk	Ext		Act. Rest in Walk
Phase	Grn														Clr	Walk			Ped Clr	Ped	
Phase Data Bank: 1																					
1	0	0.0	0	0	0.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
2	8	7.0	45	15	4.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
3	0	0.0	0	0	0.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
4	5	2.0	25	40	3.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
5	3	1.5	15	25	3.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
6	8	7.0	45	15	4.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
7	0	0.0	0	0	0.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
8	0	0.0	0	0	0.0	0.0	0	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
Phase Data Bank: 2																					
1	0	0.0	0	0	3.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
2	8	7.0	45	15	4.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
4	5	2.0	25	40	3.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
5	3	1.5	15	25	3.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
6	8	7.0	45	15	4.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No

1	0	0.0	0	0	3.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
2	8	7.0	45	15	4.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
4	5	2.0	25	40	3.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
5	3	1.5	15	25	3.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
6	8	7.0	45	15	4.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
Phase Data Bank: 4																					
1	0	0.0	0	0	3.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
2	8	7.0	45	15	4.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
4	5	2.0	25	40	3.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
5	3	1.5	15	25	3.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
6	8	7.0	45	15	4.0	2.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No

Vehicle Density Timings							General Control					Miscellaneous				No Simu	Special Sequence		
Added Ph.	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap		Non-Act Response	Veh Recall	Veh Delay	Ped Recall	Ped Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	Gap Out	Minus Omit	Omit Yel	Omit Call
Phase Data Bank: 1																			
1	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
2	3.0	25	25	0	15	4.9	NonActI	Min	0	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	2.0	NonActII	None	0	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	1.5	None	None	0	None	0	Yes	No	No	No	No	0	0	0
6	3.0	25	25	0	15	4.9	NonActI	Min	0	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	NonActII	None	0	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
							Vol/Occ period: 0												
Phase Data Bank: 2																			
1	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
2	3.0	25	25	0	15	4.9	None	None	0	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	2.0	None	None	0	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	1.5	None	None	0	None	0	No	No	No	No	No	0	0	0
6	3.0	25	25	0	15	4.9	None	None	0	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
							Vol/Occ period: 0												
Phase Data Bank: 3																			
1	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
2	3.0	25	25	0	15	4.9	None	None	0	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	2.0	None	None	0	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	1.5	None	None	0	None	0	No	No	No	No	No	0	0	0
6	3.0	25	25	0	15	4.9	None	None	0	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0

10	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0

Vol/Occ period:	0
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Phase Data Bank: 4

1	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
2	3.0	25	25	0	15	4.9	None	None	0	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	2.0	None	None	0	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	1.5	None	None	0	None	0	No	No	No	No	No	0	0	0
6	3.0	25	25	0	15	4.9	None	None	0	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0

Vol/Occ period:	0
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Vehicle Detector Values**Phase Data Bank: 1**

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	4	-	0	0.0	5.0	0	0	0	N	N	Y	N	Y	Y
2	2	-	0	0.0	0.0	0	0	0	N	N	Y	N	Y	Y
3	4	-	0	0.0	5.0	0	0	0	N	N	Y	N	N	Y
4	4	-	0	0.0	0.0	0	0	0	N	N	Y	N	Y	Y
5	5	-	0	0.0	5.0	0	0	0	N	N	Y	N	Y	Y
6	6	-	0	0.0	0.0	0	0	0	N	N	Y	N	Y	Y
7	7	-	0	0.0	5.0	0	0	0	N	N	Y	N	Y	Y
8	8	-	0	0.0	0.0	0	0	0	N	N	Y	N	Y	Y
49	2	-	0	0.0	0.0	0	0	0	N	N	N	N	N	Y
53	6	-	0	0.0	0.0	0	0	0	N	N	N	N	N	Y

Phase Data Bank: 2

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
2	2	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
3	3	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
4	4	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
5	5	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
6	6	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
7	7	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
8	8	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N

Phase Data Bank: 3

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
2	2	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
3	3	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
4	4	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
5	5	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
6	6	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
7	7	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
8	8	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N

Phase Data Bank: 4

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
2	2	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
3	3	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
4	4	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
5	5	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
6	6	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
7	7	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
8	8	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N

Ped Detector Values**Phase Data Bank: 1**

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	1	0.0	0.0	0	0	0	N	N	N	N	N	Y
2	2	-	1	0.0	0.0	0	0	0	N	N	N	N	N	Y
3	3	-	1	0.0	0.0	0	0	0	N	N	N	N	N	Y
4	4	-	1	0.0	0.0	0	0	0	N	N	N	N	N	Y
5	5	-	1	0.0	0.0	0	0	0	N	N	N	N	N	Y
6	6	-	1	0.0	0.0	0	0	0	N	N	N	N	N	Y
7	7	-	1	0.0	0.0	0	0	0	N	N	N	N	N	Y
8	8	-	1	0.0	0.0	0	0	0	N	N	N	N	N	Y

Phase Data Bank: 2

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
2	2	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
3	3	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
4	4	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
5	5	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
6	6	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
7	7	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
8	8	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N

Phase Data Bank: 3

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
2	2	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
3	3	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
4	4	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
5	5	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
6	6	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
7	7	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
8	8	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N

Phase Data Bank: 4

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
2	2	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
3	3	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
4	4	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
5	5	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
6	6	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
7	7	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N
8	8	-	0	0.0	0.0	0	0	0	N	N	N	N	N	N

Special Detector Values

Phase Data Bank:

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
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Unit Data

General Control

Startup Time:	6 sec			
Startup State:	Flash			
Red Revert:	4.0 sec			
Auto Ped Clr:	No			
Stop T Reset:	No			
Alt Sequence:	0			
Special Seq:	0-Standard			
I/O Modes:				
ABC Input(Entry) Modes:	0			
ABC Output(O/STS) Modes:	0			

Remote Flash

Test A = Flash

Phase	Entry	Exit
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Default Data
- No Flash

Default Data
- No Flash

Not Assigned Overlaps

A, B, D, E, F, G, H, I, J, K, L, M, N, O, P

Standard Overlaps

<u>Overlap</u>	<u>Trail Green</u> <u>(sec)</u>	<u>Yellow</u> <u>(sec)</u>	<u>Red</u> <u>(sec)</u>	<u>Tr. Grn Pt.</u> <u>(sec)</u>	<u>Parent</u> <u>Phases</u>	<u>Plus Green</u> <u>Phases</u>	<u>Minus G/Y</u> <u>Phases</u>	<u>Minus PED</u> <u>Phases</u>
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FYA Overlaps

<u>Overlap</u>	<u>Delay</u> <u>(sec)</u>	<u>Permissive</u> <u>Phases</u>	<u>Protected</u> <u>Phases</u>	<u>Minus PED</u> <u>Phases</u>	<u>Permissive</u> <u>Overlaps</u>	<u>Protected</u> <u>Overlaps</u>
C	0.0	6	5			

Pedestrian Overlaps

<u>Overlap</u>	<u>Ped Walk 1</u> <u>(sec)</u>	<u>Ped Clr 1</u> <u>(sec)</u>	<u>Ped Walk 2</u> <u>(sec)</u>	<u>Ped Clr 2</u> <u>(sec)</u>	<u>Parent Phases</u> <u>(sec)</u>
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Priority Overlaps

<u>Overlap</u>	<u>Transit Yellow</u> <u>(sec)</u>	<u>Transit Red</u> <u>(sec)</u>
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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
2	1	3		1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
4	1	1		5	5	7	7	2	2	4	4								
5	2	6		6	6	8	8	5	6	7	8								
6	2	7																	

Alternate Sequences

No Alternate
Sequences
Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40
0	Used	No	No
1	Used	No	No
8	Used	No	No
11	Used	No	No
16	Used	No	No
18	Used	No	No

Load Switch	Red Type	Red Arg	Yellow Type	Yellow Arg	Green Type	Green Arg
1	1 - Phase Vehicle 1	Red	1 - Phase Vehicle 1	Yellow	1 - Phase Vehicle 1	Green
2	2 - Phase Vehicle 2	Red	2 - Phase Vehicle 2	Yellow	2 - Phase Vehicle 2	Green
3	3 - Phase Vehicle 3	Red	3 - Phase Vehicle 3	Yellow	3 - Phase Vehicle 3	Green
4	4 - Phase Vehicle 4	Red	4 - Phase Vehicle 4	Yellow	4 - Phase Vehicle 4	Green
5	5 - Phase Vehicle 5	Red	5 - Phase Vehicle 5	Yellow	5 - Phase Vehicle 5	Green
6	6 - Phase Vehicle 6	Red	6 - Phase Vehicle 6	Yellow	6 - Phase Vehicle 6	Green
7	7 - Phase Vehicle 7	Red	7 - Phase Vehicle 7	Yellow	7 - Phase Vehicle 7	Green
8	8 - Phase Vehicle 8	Red	8 - Phase Vehicle 8	Yellow	8 - Phase Vehicle 8	Green
9	18 - Phase Pedestrian 2	Don't Walk	18 - Phase Pedestrian 2	Ped Clear	18 - Phase Pedestrian 2	Walk
10	20 - Phase Pedestrian 4	Don't Walk	20 - Phase Pedestrian 4	Ped Clear	20 - Phase Pedestrian 4	Walk
11	22 - Phase Pedestrian 6	Don't Walk	22 - Phase Pedestrian 6	Ped Clear	22 - Phase Pedestrian 6	Walk
12	24 - Phase Pedestrian 8	Don't Walk	24 - Phase Pedestrian 8	Ped Clear	24 - Phase Pedestrian 8	Walk
13	33 - Overlap A	Red	33 - Overlap A	Yellow	33 - Overlap A	Green
14	34 - Overlap B	Red	34 - Overlap B	Yellow	34 - Overlap B	Green
15	35 - Overlap C	Red	35 - Overlap C	Yellow	35 - Overlap C	Green
16	36 - Overlap D	Red	36 - Overlap D	Yellow	36 - Overlap D	Green
17	17 - Phase Pedestrian 1	Don't Walk	17 - Phase Pedestrian 1	Ped Clear	17 - Phase Pedestrian 1	Walk
18	19 - Phase Pedestrian 3	Don't Walk	19 - Phase Pedestrian 3	Ped Clear	19 - Phase Pedestrian 3	Walk
19	21 - Phase Pedestrian 5	Don't Walk	21 - Phase Pedestrian 5	Ped Clear	21 - Phase Pedestrian 5	Walk
20	23 - Phase Pedestrian 7	Don't Walk	23 - Phase Pedestrian 7	Ped Clear	23 - Phase Pedestrian 7	Walk
21	61 - Phase Status 1	On	61 - Phase Status 1	Next	61 - Phase Status 1	Check
22	62 - Phase Status 2	On	62 - Phase Status 2	Next	62 - Phase Status 2	Check
23	63 - Phase Status 3	On	63 - Phase Status 3	Next	63 - Phase Status 3	Check
24	64 - Phase Status 4	On	64 - Phase Status 4	Next	64 - Phase Status 4	Check
25	65 - Phase Status 5	On	65 - Phase Status 5	Next	65 - Phase Status 5	Check
26	66 - Phase Status 6	On	66 - Phase Status 6	Next	66 - Phase Status 6	Check
27	67 - Phase Status 7	On	67 - Phase Status 7	Next	67 - Phase Status 7	Check
28	68 - Phase Status 8	On	68 - Phase Status 8	Next	68 - Phase Status 8	Check
29	0 - None	None	0 - None	None	0 - None	None
30	0 - None	None	0 - None	None	0 - None	None
31	0 - None	None	0 - None	None	0 - None	None
32	0 - None	None	0 - None	None	0 - None	None

P2P Sources

Unit Bank:

ID	Peer IP	Timeout	PeerName
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Peer Functions

Unit Bank:

ID	Peer ID	Source Functio	Source Index	Input Function	Input Index	Fail State
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Coordination Data

Dial/Split Cycle

General Coordination Dat:

2/1 80

Operation Mode: 1=Auto

Offset Mode: 1=End Grn

Manual Dial: 1

3/1 60

Coordination Mode: 5=Fully Actuated

Force Mode: 0=Plan

Manual Split: 1

Maximun Mode: 0=Inhibit

Max Dwell Time: 34

Manual Offset: 1

Correction Mode: 3=Short Way Plus

Yield Period: 0

Split Times and Phase Modes

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	51	1=Coordinate	4	29	0=Actuated	5	20	0=Actuated	6	31	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	41	1=Coordinate	4	19	0=Actuated	5	15	0=Actuated	6	26	1=Coordinate

Traffic Plan Data

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero ReferenceHours: 0 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days						
	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	2	6:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	2	9:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	19:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

										Special Function Outputs								
Program		Aux Ouputs			Det.	Det.	Det.											
Event	Day	Hour	Min.	1	2	3	Diag.	Rpt.	Mult100	Dimming	1	2	3	4	5	6	7	8
				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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
Phase 1 Max2	X															
Phase 2 Max2	X	X														
Phase 3 Max2	X		X													
Phase 4 Max2	X			X												
Phase 5 Max2	X				X											
Phase 6 Max2	X					X										
Phase 7 Max2	X						X									
Phase 8 Max2	X							X								

<u>Phase Omit</u>																
	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

<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
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Vehicle Function

<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						

<u>program_day</u>	<u>program_hour</u>	<u>program_minute</u>	<u>LanePhFun</u>

Preemption Data

Preempt	N Lock	Link to Pmpt	Preempt Timers				De				Select			Track				Dwell	Return			Sel Ret Mode	
			Del	Ext	Dur	Max Call	Lock- Out	Boun- ce	Gate Ext	Min G W	Ped Clear	Yel	Red	Grn	Ped	Yel	Red		Green	Ped Clear	Yel		Red
1	N	0	0	0	0	0	0	0.0	0	2	2	3	4.0	2.0	43	3	4.0	2.0	10	3	4.0	2.0	F Aut
2	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
3	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
4	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
5	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
6	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
7	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
8	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
9	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
10	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
11	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
12	N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut

Preempt	Preempt Timers						
	Override Flash	Override Next	Ret To Coord	Override priority	Preempt Detector	Extended Ped	Clear
1	Yes	Yes	No	Yes	Prmpt Det-1	0-Use Phase	
2	Yes	Yes	No	Yes	Prmpt Det-2	0-Use Phase	
3	Yes	Yes	No	No	Prmpt Det-3	0-Use Phase	
4	Yes	Yes	No	No	Prmpt Det-4	0-Use Phase	
5	Yes	Yes	No	No	Prmpt Det-5	0-Use Phase	
6	Yes	Yes	No	No	Prmpt Det-6	0-Use Phase	
7	Yes	Yes	No	No	0	0-Use Phase	
8	Yes	Yes	No	No	0	0-Use Phase	
9	Yes	Yes	No	No	0	0-Use Phase	
10	Yes	Yes	No	No	0	0-Use Phase	
11	Yes	Yes	No	No	0	0-Use Phase	
12	Yes	N/A	No	No	0	0-Use Phase	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls
4	Yes	No															
Preempt 7			Preempt 8			Preempt 9			Preempt 10			Preempt 11			Preempt 12		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	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

Co-Phase
QJ-Phase

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

Priority

2

Co-Phase
QJ-Phase

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

Priority

3

Co-Phase
QJ-Phase

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

Priority

4

Co-Phase
QJ-Phase

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

Priority

5

Co-Phase
QJ-Phase

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

Priority

6

Co-Phase
QJ-Phase

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

Legend:

CO-PHASE
QJ-PHASE

0
FALSE

1
TRUE

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 1-Partial

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 1-Partial

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 1-Partial

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	1-Partial		

	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		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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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 : 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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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 : 5

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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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 : 6

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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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

Priority : 1 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data	Priority : 2 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data	Priority : 3 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data
Priority : 4 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data	Priority : 5 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data	Priority : 6 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data

Priority : 1 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								
Priority : 2 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								
Priority : 3 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								
Priority : 4 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								
Priority : 5 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								
Priority : 6 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
2	Red	Green	No	1	Dark	Dark	No	A	Green	Green	No	No Trail
4	Green	Red	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
6	Red	Green	No	5	Dark	Dark	No	D	Dark	Dark	No	No Trail
9	Dark	Dark	No	7	Dark	Dark	No	E	Dark	Dark	No	No Trail
10	Dark	Dark	No	9	Dark	Dark	No	F	Dark	Dark	No	No Trail
11	Dark	Dark	No	10	Dark	Dark	No	G	Dark	Dark	No	No Trail
12	Dark	Dark	No	11	Dark	Dark	No	H	Dark	Dark	No	No Trail
13	Dark	Dark	No	12	Dark	Dark	No	I	Dark	Dark	No	No Trail
14	Dark	Dark	No	13	Dark	Dark	No	J	Dark	Dark	No	No Trail
15	Dark	Dark	No	14	Dark	Dark	No	K	Dark	Dark	No	No Trail
16	Dark	Dark	No	15	Dark	Dark	No	L	Dark	Dark	No	No Trail
				16	Dark	Dark	No	M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 4

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 6

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 7

Vehical Phases				Pedestrian Phases			Overlaps					
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 8

Vehical Phases				Pedestrian Phases			Overlaps					
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 9

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 10

Recmpt 16

Vehical Phases				Pedestrian Phases				Overlaps					
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail	Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail	
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail	
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail	
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail	
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail	
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail	
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail	
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail	
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail	
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail	
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail	
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail	
								M	Dark	Dark	No	No Trail	
								N	Dark	Dark	No	No Trail	
								O	Dark	Dark	No	No Trail	
								P	Dark	Dark	No	No Trail	

Preempt 11

Appendix A

Vehical Phases				Pedestrian Phases				Overlaps					
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail	Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail	
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail	
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail	
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail	
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail	
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail	
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail	
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail	
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail	
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail	
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail	
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail	
								M	Dark	Dark	No	No Trail	
								N	Dark	Dark	No	No Trail	
								O	Dark	Dark	No	No Trail	
								P	Dark	Dark	No	No Trail	

Preempt 12

Receipt 12

Vehical Phases				Pedestrian Phases				Overlaps					
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail	Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail	
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail	
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail	
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail	
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail	
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail	
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail	
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail	
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail	
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail	
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail	
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail	
								M	Dark	Dark	No	No Trail	
								N	Dark	Dark	No	No Trail	
								O	Dark	Dark	No	No Trail	
								P	Dark	Dark	No	No Trail	

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No 2nd Phone:

Local Fash: No Cycle Fault: No Coord Fault: No Preemption: No Voltage Monitor: No

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: 0

Queue: 1 Input Selection: 0=Average Queue: Level Enter Leave Dial / Split / Offset

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average / /

Detector Failed Level : 0

Default Data

Vehical Detector

Diagnostic Value 0			
Max	No	Erratic	
Detector	Presence	Activity	Count

Vehical Detector

Diagnostic Value 1			
Max	No	Erratic	
Detector	Presence	Activity	Count

Special Detector

Diagnostic Value 0			
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

Default Data - No Diag 1 Values

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap: Dial/Split/Offset Speed Trap Speed Trap

Measurement: // Low Treshold High Treshold

Detector 1 Detector_2 Distance :

Default Data

Default Data

SEPAC ECOM All Data

10/6/2021
8:52:32AM

Intersection Name: **88th & Rosemary**

Intersection Alias: **88Rosemary**

Access Data

1 :1200 Baud
3 :1200 Baud

Access Code: **0**

Channel:

Address: **1**

Revision: **3.58**

IP Address: **10.254.4.132:1**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	3-Yel	0-None	1-Inact	1-Inact	3-Yel	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					
Min	Max	Max1	Max2	Yellow	All Red	Dyn Max Limit	Dyn Max Step	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Ped Walk	Alt Clr	Alt Ped Clr	Flash Walk	Ext Ped Clr	Act. Rest in Walk
Phase	Grn	Passage																	
Phase Data Bank: 1																			
1	0	0.0	0	0	3.0	2.0	0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0 No
2	8	7.0	40	15	4.0	2.0	0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0 No
3	0	0.0	0	0	3.0	2.0	0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0 No
4	5	3.0	35	40	3.0	2.0	0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0 No
5	3	1.5	15	25	3.0	2.0	0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0 No
6	8	7.0	40	15	4.0	2.0	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	3.0	1.0	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	3.5	2.0	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	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	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	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	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	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	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	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	0-Advance	0.0	0.0	0	0	0	0	No	0 No
Phase Data Bank: 2																			
1	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0 No
2	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0 No
3	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0 No
4	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0 No
5	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0 No
6	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0 No
7	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0 No
8	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0 No
9	0	0.0	0	0	3.0	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	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	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	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	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	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	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	0-Advance	0.0	0.0	0	0	0	0	No	0 No
Phase Data Bank: 3																			

1	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
2	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0	No	
3	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
4	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0	No	
5	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
6	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0	No	
7	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
8	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0	No	
9	0	0.0	0	0	3.0	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
Phase Data Bank: 4																						
1	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
2	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0	No	
3	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
4	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0	No	
5	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
6	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0	No	
7	10	4.0	25	30	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
8	15	5.0	35	50	4.0	1.0	0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	7	8	0	0	No	0	No	
9	0	0.0	0	0	3.0	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	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	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	

Vehicle Density Timings							General Control					Miscellaneous				No Simu	Special Sequence		
Added Ph.	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap		Non-Act Response	Veh Recall	Veh Delay	Ped Recall	Ped Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	Gap Out	Minus Omit	Omit Yel	Omit Call
Phase Data Bank: 1																			
1	0.0	0	0	0	0	0.0	None	None	0	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonActI	Max	0	None	0	Yes	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	0	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	NonActII	None	0	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	0	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	NonActI	Max	0	None	0	Yes	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	0	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	0	None	0	Yes	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
							Vol/Occ period: 0												
Phase Data Bank: 2																			
1	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonActI	None	0	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	NonActII	None	0	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	NonActI	None	0	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	NonActII	None	0	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
							Vol/Occ period: 0												
Phase Data Bank: 3																			
1	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonActI	None	0	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	NonActII	None	0	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	NonActI	None	0	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	NonActII	None	0	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0

10	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0

Vol/Occ period:	0
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Phase Data Bank: 4

1	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonActI	None	0	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	NonActII	None	0	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	NonActI	None	0	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	NonActII	None	0	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	0	None	0	No	No	No	No	No	0	0	0

Vol/Occ period:	0
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Vehicle Detector Values**Phase Data Bank: 1**

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
2	2	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
3	3	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
4	4	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
5	5	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
6	6	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
7	7	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
8	8	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y

Phase Data Bank: 2

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
2	2	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
3	3	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
4	4	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
5	5	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
6	6	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
7	7	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
8	8	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y

Phase Data Bank: 3

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
2	2	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
3	3	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
4	4	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
5	5	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
6	6	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
7	7	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
8	8	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y

Phase Data Bank: 4

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
2	2	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
3	3	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
4	4	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
5	5	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
6	6	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
7	7	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y
8	8	-	0	0.0	0.0	0	255	0	N	N	Y	N	Y	Y

Ped Detector Values**Phase Data Bank: 1**

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
2	2	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
3	3	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
4	4	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
5	5	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
6	6	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
7	7	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
8	8	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y

Phase Data Bank: 2

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
2	2	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
3	3	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
4	4	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
5	5	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
6	6	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
7	7	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
8	8	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y

Phase Data Bank: 3

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
2	2	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
3	3	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
4	4	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
5	5	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
6	6	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
7	7	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
8	8	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y

Phase Data Bank: 4

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
1	1	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
2	2	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
3	3	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
4	4	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
5	5	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
6	6	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
7	7	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y
8	8	-	1	0.0	0.0	0	255	0	N	N	N	N	N	Y

Special Detector Values

Phase Data Bank:

Det	Assigned Phase	Switch Phase	Op Mode	Extend	Delay	Queue Limit	Failed Time	Lock	Volume Log	Occupy Log	Passage	Queue	Added Initial	Call
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Unit Data

General Control

Startup Time:	6 sec		Input	Output
Startup State:	Flash		Ring	Responses
Red Revert:	4.0 sec			Selection
Auto Ped Clr:	No	1	Ring 1	Ring 1
Stop T Reset:	No	2	Ring 2	Ring 2
Alt Sequence:	0	3	None	None
Special Seq:	0-Standard	4	None	None

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 No			LoadSwitch	Flash Color	Flash Alternate
Phase	Entry	Exit			
2	Yes	Yes	2	Yellow	No
			4	Red	No
			6	Yellow	No

Not Assigned Overlaps

A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P

Standard Overlaps

<u>Overlap</u>	<u>Trail Green</u>	<u>Yellow</u>	<u>Red</u>	<u>Tr. Grn Pt.</u>	<u>Parent</u>	<u>Plus Green</u>	<u>Minus G/Y</u>	<u>Minus PED</u>
<u>(sec)</u>	<u>(sec)</u>	<u>(sec)</u>	<u>(sec)</u>	<u>(sec)</u>	<u>Phases</u>	<u>Phases</u>	<u>Phases</u>	<u>Phases</u>

FYA Overlaps

<u>Overlap</u>	<u>Delay</u> <u>(sec)</u>	<u>Permissive</u> <u>Phases</u>	<u>Protected</u> <u>Phases</u>	<u>Minus PED</u> <u>Phases</u>	<u>Permissive</u> <u>Overlaps</u>	<u>Protected</u> <u>Overlaps</u>
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Pedestrian Overlaps

<u>Overlap</u>	<u>Ped Walk 1</u> <u>(sec)</u>	<u>Ped Clr 1</u> <u>(sec)</u>	<u>Ped Walk 2</u> <u>(sec)</u>	<u>Ped Clr 2</u> <u>(sec)</u>	<u>Parent Phases</u> <u>(sec)</u>
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Priority Overlaps

<u>Overlap</u>	<u>Transit Yellow</u> <u>(sec)</u>	<u>Transit Red</u> <u>(sec)</u>
0-10	10	10
10-20	20	20
20-30	30	30
30-40	40	40
40-50	50	50
50-60	60	60
60-70	70	70
70-80	80	80
80-90	90	90
90-100	100	100

[illegible]

Alternate Sequences

No Alternate
Sequences
Programmed

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
18	Used	No	No

Load Switch	Red Type	Red Arg	Yellow Type	Yellow Arg	Green Type	Green Arg
1	1 - Phase Vehicle 1	Red	1 - Phase Vehicle 1	Yellow	1 - Phase Vehicle 1	Green
2	2 - Phase Vehicle 2	Red	2 - Phase Vehicle 2	Yellow	2 - Phase Vehicle 2	Green
3	3 - Phase Vehicle 3	Red	3 - Phase Vehicle 3	Yellow	3 - Phase Vehicle 3	Green
4	4 - Phase Vehicle 4	Red	4 - Phase Vehicle 4	Yellow	4 - Phase Vehicle 4	Green
5	5 - Phase Vehicle 5	Red	5 - Phase Vehicle 5	Yellow	5 - Phase Vehicle 5	Green
6	6 - Phase Vehicle 6	Red	6 - Phase Vehicle 6	Yellow	6 - Phase Vehicle 6	Green
7	7 - Phase Vehicle 7	Red	7 - Phase Vehicle 7	Yellow	7 - Phase Vehicle 7	Green
8	8 - Phase Vehicle 8	Red	8 - Phase Vehicle 8	Yellow	8 - Phase Vehicle 8	Green
9	18 - Phase Pedestrian 2	Don't Walk	18 - Phase Pedestrian 2	Ped Clear	18 - Phase Pedestrian 2	Walk
10	20 - Phase Pedestrian 4	Don't Walk	20 - Phase Pedestrian 4	Ped Clear	20 - Phase Pedestrian 4	Walk
11	22 - Phase Pedestrian 6	Don't Walk	22 - Phase Pedestrian 6	Ped Clear	22 - Phase Pedestrian 6	Walk
12	24 - Phase Pedestrian 8	Don't Walk	24 - Phase Pedestrian 8	Ped Clear	24 - Phase Pedestrian 8	Walk
13	33 - Overlap A	Red	33 - Overlap A	Yellow	33 - Overlap A	Green
14	34 - Overlap B	Red	34 - Overlap B	Yellow	34 - Overlap B	Green
15	35 - Overlap C	Red	35 - Overlap C	Yellow	35 - Overlap C	Green
16	36 - Overlap D	Red	36 - Overlap D	Yellow	36 - Overlap D	Green
17	17 - Phase Pedestrian 1	Don't Walk	17 - Phase Pedestrian 1	Ped Clear	17 - Phase Pedestrian 1	Walk
18	19 - Phase Pedestrian 3	Don't Walk	19 - Phase Pedestrian 3	Ped Clear	19 - Phase Pedestrian 3	Walk
19	21 - Phase Pedestrian 5	Don't Walk	21 - Phase Pedestrian 5	Ped Clear	21 - Phase Pedestrian 5	Walk
20	23 - Phase Pedestrian 7	Don't Walk	23 - Phase Pedestrian 7	Ped Clear	23 - Phase Pedestrian 7	Walk
21	55 - Preempt Active 7	On	55 - Preempt Active 7	Next	55 - Preempt Active 7	Check
22	56 - Preempt Active 8	On	56 - Preempt Active 8	Next	56 - Preempt Active 8	Check
23	57 - Preempt Active 9	On	57 - Preempt Active 9	Next	57 - Preempt Active 9	Check
24	58 - Preempt Active 10	On	58 - Preempt Active 10	Next	58 - Preempt Active 10	Check
25	59 - Preempt Active 11	On	59 - Preempt Active 11	Next	59 - Preempt Active 11	Check
26	60 - Preempt Active 12	On	60 - Preempt Active 12	Next	60 - Preempt Active 12	Check
27	61 - Phase Status 1	On	61 - Phase Status 1	Next	61 - Phase Status 1	Check
28	62 - Phase Status 2	On	62 - Phase Status 2	Next	62 - Phase Status 2	Check
29	0 - None	None	0 - None	None	0 - None	None
30	0 - None	None	0 - None	None	0 - None	None
31	0 - None	None	0 - None	None	0 - None	None
32	0 - None	None	0 - None	None	0 - None	None

P2P Sources

Unit Bank:

ID	Peer IP	Timeout	PeerName
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Peer Functions**Unit Bank:**

ID	Peer ID	Source Functio	Source Index	Input Function	Input Index	Fail State
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Coordination Data**Dial/Split Cycle****General Coordination Dat:**

/

Operation Mode: 0=Free**Offset Mode:** 0=Beg Grn**Manual Dial:** 1**Coordination Mode:** 0=Permissive**Force Mode:** 0=Plan**Manual Split:** 1**Maximun Mode:** 2=Max 2**Max Dwell Time:** 0**Manual Offset:** 1**Correction Mode:** 0=Dwell**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
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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: 0 Week: 0 Cycle Zero ReferenceHours: 0 Min: 0

End of Daylight Saving Month: 0 Week: 0

Source	Equate Days						
Day	1	2	3	4	5	6	7

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
		:	//		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Program				Aux Ouputs			Det. Diag.	Det. Rpt.	Det. Mult100	Special Function Outputs								
Event	Day	Hour	Min.	1	2	3	D1	D2	D3	Dimming	1	2	3	4	5	6	7	8
				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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
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								

<u>Phase Omit</u>																
	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

<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																
<u>program_day</u> <u>program_hour</u> <u>program_minute</u> <u>LanePhFun</u>																

Preemption Data

Preempt NLock	Link to Pmpt	Preempt Timers				De				Select			Track				Return			Sel Ret Mode		
		Del	Ext	Dur	Max Call	Lock- Out	Boun ce	Gate Ext	Min G W	Ped			Track				Dwell Green	Ped				
										Clear	Yel	Red	Grn	Ped	Yel	Red		Clear	Yel		Red	
1 N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
2 N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
3 N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
4 N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
5 N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
6 N	0	0	0	0	0	0	0.0	0	10	10	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut

Preempt

Preempt	Override Flash	Override Next	Ret To Coord	Override priority	Preempt Detector	Extended Ped Clear
1	Yes	Yes	No	Yes	Prmpt Det-1	0-Use Phase
2	Yes	Yes	No	Yes	Prmpt Det-2	0-Use Phase
3	Yes	Yes	No	No	Prmpt Det-3	0-Use Phase
4	Yes	Yes	No	No	Prmpt Det-4	0-Use Phase
5	Yes	Yes	No	No	Prmpt Det-5	0-Use Phase
6	Yes	Yes	No	No	Prmpt Det-6	0-Use Phase

Preempt 2

Preempt 4

Preempt 6

[illegible]

Preempt 8

Preempt 10

Preempt 12

[illegible]Pr
ri

Priority	Non-Locking	Delay	Extend	Free Dial	Free Split	Min Green	No Lock out	Lock out	Lock out	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap	
								A	B					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:

CO-PHASE
QJ-PHASE

0
FALSE

1
TRUE

Priority Bank

Priority 1

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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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		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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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 : 6

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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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	1-Partial		

	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

Priority : 1 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data	Priority : 2 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data	Priority : 3 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data
Priority : 4 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data	Priority : 5 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data	Priority : 6 Priority Bank : 1 Queue Phase Detector Time Default data Priority Bank : 2 Queue Phase Detector Time Default data Priority Bank : 3 Queue Phase Detector Time Default data Priority Bank : 4 Queue Phase Detector Time Default data

Priority : 1 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								
Priority : 2 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								
Priority : 3 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								
Priority : 4 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								
Priority : 5 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								
Priority : 6 Bank 1 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 2 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 3 Detector PE 1A 2A 3A 4A 5A 6A B Default Data Bank 4 Detector PE 1A 2A 3A 4A 5A 6A B Default Data								

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 2

Vehical Phases				Pedestrian Phases			Overlaps					
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 4

Vehical Phases				Pedestrian Phases			Overlaps					
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 6

Vehical Phases				Pedestrian Phases			Overlaps					
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
9	Dark	Dark	No	1	Dark	Dark	No	A	Dark	Dark	No	No Trail
10	Dark	Dark	No	3	Dark	Dark	No	B	Dark	Dark	No	No Trail
11	Dark	Dark	No	5	Dark	Dark	No	C	Dark	Dark	No	No Trail
12	Dark	Dark	No	7	Dark	Dark	No	D	Dark	Dark	No	No Trail
13	Dark	Dark	No	9	Dark	Dark	No	E	Dark	Dark	No	No Trail
14	Dark	Dark	No	10	Dark	Dark	No	F	Dark	Dark	No	No Trail
15	Dark	Dark	No	11	Dark	Dark	No	G	Dark	Dark	No	No Trail
16	Dark	Dark	No	12	Dark	Dark	No	H	Dark	Dark	No	No Trail
				13	Dark	Dark	No	I	Dark	Dark	No	No Trail
				14	Dark	Dark	No	J	Dark	Dark	No	No Trail
				15	Dark	Dark	No	K	Dark	Dark	No	No Trail
				16	Dark	Dark	No	L	Dark	Dark	No	No Trail
								M	Dark	Dark	No	No Trail
								N	Dark	Dark	No	No Trail
								O	Dark	Dark	No	No Trail
								P	Dark	Dark	No	No Trail

Preempt 7

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

Preempt 8

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****Preempt 9**

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****Preempt 10**

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****Preempt 11**

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****Preempt 12**

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**

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No Revert to Backup: 15 1st Phone:
 Local Fash: No Cycle Fault: No Coord Fault: No Preemption: No Voltage Monitor: No 2nd Phone:
 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: 0

Default Data

Queue: 1 Input Selection: 0=Average
 Detector Failed Level : 0
Queue: 2 Input Selection: 0=Average
 Detector Failed Level : 0

Queue:

Level Enter Leave Dial / Split / Offset
 / /

Default Data**Vehical Detector**

Diagnostic Value 0

Max No Erratic
 Detector Presence Activity Count

Vehical Detector

Diagnostic Value 1

Max No Erratic
 Detector Presence Activity Count

Special Detector

Diagnostic Value 0

Max No Erratic
 Detector Presence Activity Count

Default Data - Diag 0 Values**Default Data - No Diag 1 Values****Default Data - No Diag 0 Values**

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 - No Diag 1 Values

Dial/Split/Offset

//

Default Data

Default Data - No Diag 1 Values

Speed Trap

Low Treshold

Speed Trap

High Treshold

APPENDIX B

Level of Service Definitions

The following information can be found in the Highway Capacity Manual, Transportation Research Board, 2016: Chapter 19 – Signalized Intersections and Chapter 20 – Two-Way Stop Controlled Intersections.

Automobile Level of Service (LOS) for Signalized Intersections

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

LOS A

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

LOS B

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

LOS C

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

LOS D

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

LOS E

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

LOS F

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

Level of Service (LOS) for Unsignalized TWSC Intersections

Level of Service ($v/c \leq 1.0$)	Average Control Delay (s/veh)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

APPENDIX C

Capacity Worksheets

Intersection Capacity Analysis Summary - All Scenarios

INTERSECTION	Control	Approach	Existing LOS		Background 2023		Background 2041		Total 2023		Total 2041	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
E 88th Avenue / Rosemary Street	Signal	Overall	B (12.8)	C (21.6)	B (14.8)	C (25.6)	B (10.0)	B (16.4)	B (15.3)	C (27.1)	B (10.2)	B (16.6)
E 88th Avenue / Highway 2	Signal	Overall	B (14.1)	A (9.4)	B (15.0)	A (9.7)	D (37.4)	B (15.7)	B (15.0)	A (9.7)	D (37.7)	B (15.8)
E 88th Avenue / Access A	TWSC	NB	-	-	-	-	-	-	B	B	B	A
Rosemary Street / Access B	TWSC	WB	-	-	-	-	-	-	C	D	C	E
			-	-	-	-	-	-	B	B	B	B
		SB	-	-	-	-	-	-	A	A	A	B

Key: TWSC: Two-Way Stop-Controlled

Timings
1: Rosemary Street & E 88th Avenue

Existing Traffic Conditions
AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	303	619	32	252	294	30
Future Volume (vph)	303	619	32	252	294	30
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.396		0.950	
Satd. Flow (perm)	1863	1583	738	1863	1770	1583
Satd. Flow (RTOR)		605				22
Lane Group Flow (vph)	329	673	35	274	320	33
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	8.0	5.0	5.0
Minimum Split (s)	14.0	14.0	8.0	14.0	10.0	10.0
Total Split (s)	40.0	40.0	15.0	55.0	35.0	35.0
Total Split (%)	44.4%	44.4%	16.7%	61.1%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effect Green (s)	17.4	17.4	22.1	21.0	15.8	15.8
Actuated g/C Ratio	0.35	0.35	0.44	0.42	0.32	0.32
v/c Ratio	0.51	0.71	0.07	0.35	0.57	0.06
Control Delay	17.8	7.6	8.0	10.5	21.3	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	7.6	8.0	10.5	21.3	10.6
LOS	B	A	A	B	C	B
Approach Delay	11.0			10.2	20.3	
Approach LOS	B			B	C	
Queue Length 50th (ft)	56	10	5	45	59	2
Queue Length 95th (ft)	199	119	20	114	216	23
Internal Link Dist (ft)	433			4191	1199	
Turn Bay Length (ft)		90	165			65
Base Capacity (vph)	1394	1337	576	1631	1219	1097
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.50	0.06	0.17	0.26	0.03
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 49.7						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.71						

Timings 1: Rosemary Street & E 88th Avenue

Existing Traffic Conditions
AM Peak Hour

Intersection Signal Delay: 12.8

Intersection LOS: B

Intersection Capacity Utilization 50.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Rosemary Street & E 88th Avenue

 Ø2 55 s		 Ø4 35 s	
 Ø5 15 s	 Ø6 40 s		

HCM 6th Signalized Intersection Summary

1: Rosemary Street & E 88th Avenue

Existing Traffic Conditions
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↑
Traffic Volume (veh/h)	303	619	32	252	294	30
Future Volume (veh/h)	303	619	32	252	294	30
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	329	673	35	274	320	33
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	892	756	369	1095	400	356
Arrive On Green	0.48	0.48	0.02	0.59	0.22	0.22
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	329	673	35	274	320	33
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	6.5	22.3	0.5	4.1	9.8	1.0
Cycle Q Clear(g_c), s	6.5	22.3	0.5	4.1	9.8	1.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	892	756	369	1095	400	356
V/C Ratio(X)	0.37	0.89	0.09	0.25	0.80	0.09
Avail Cap(c_a), veh/h	1099	932	638	1585	924	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	13.8	7.1	5.8	21.2	17.8
Incr Delay (d2), s/veh	0.3	9.2	0.1	0.1	3.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.9	0.2	1.1	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	23.0	7.2	5.9	25.0	17.9
LnGrp LOS	A	C	A	A	C	B
Approach Vol, veh/h	1002			309	353	
Approach Delay, s/veh	18.7			6.1	24.3	
Approach LOS	B			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.9		18.0	6.3	33.6
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		49.0		30.0	10.0	34.0
Max Q Clear Time (g_c+I1), s		6.1		11.8	2.5	24.3
Green Ext Time (p_c), s		0.9		1.2	0.0	3.2
Intersection Summary						
HCM 6th Ctrl Delay			17.5			
HCM 6th LOS			B			

Timings
2: Highway 2 & E 88th Avenue

Existing Traffic Conditions
AM Peak Hour

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	136	151	84	487	1433	151
Future Volume (vph)	136	151	84	487	1433	151
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.078			
Satd. Flow (perm)	1770	1583	145	3539	3539	1583
Satd. Flow (RTOR)		164				164
Lane Group Flow (vph)	148	164	91	529	1558	164
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	8.0	8.0	8.0
Minimum Split (s)	10.0	10.0	8.0	14.0	14.0	14.0
Total Split (s)	29.0	29.0	20.0	51.0	31.0	31.0
Total Split (%)	36.3%	36.3%	25.0%	63.8%	38.8%	38.8%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effect Green (s)	12.0	12.0	58.0	57.0	47.3	47.3
Actuated g/C Ratio	0.15	0.15	0.72	0.71	0.59	0.59
v/c Ratio	0.56	0.44	0.38	0.21	0.74	0.16
Control Delay	39.0	8.8	10.2	4.5	17.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	8.8	10.2	4.5	17.1	2.4
LOS	D	A	B	A	B	A
Approach Delay	23.1			5.4	15.7	
Approach LOS	C			A	B	
Queue Length 50th (ft)	70	0	11	38	292	0
Queue Length 95th (ft)	118	48	39	69	#518	29
Internal Link Dist (ft)	494			958	789	
Turn Bay Length (ft)		360	660			695
Base Capacity (vph)	531	589	409	2521	2094	1003
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.28	0.22	0.21	0.74	0.16
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow, Master Intersection						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						

Timings 2: Highway 2 & E 88th Avenue

Existing Traffic Conditions
AM Peak Hour

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 14.1

Intersection LOS: B

Intersection Capacity Utilization 65.1%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 2 & E 88th Avenue

 Ø2 (L) 51 s		 Ø4 29 s	
 Ø5 20 s	 Ø6 (R) 31 s		

Timings
1: Rosemary Street & E 88th Avenue

Existing Traffic Conditions
PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	286	458	27	474	621	24
Future Volume (vph)	286	458	27	474	621	24
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.364		0.950	
Satd. Flow (perm)	1863	1583	678	1863	1770	1583
Satd. Flow (RTOR)		474				8
Lane Group Flow (vph)	311	498	29	515	675	26
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	8.0	5.0	5.0
Minimum Split (s)	14.0	14.0	8.0	14.0	10.0	10.0
Total Split (s)	40.0	40.0	15.0	55.0	35.0	35.0
Total Split (%)	44.4%	44.4%	16.7%	61.1%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effect Green (s)	20.4	20.4	25.6	24.6	30.5	30.5
Actuated g/C Ratio	0.31	0.31	0.39	0.37	0.46	0.46
v/c Ratio	0.54	0.61	0.08	0.75	0.83	0.04
Control Delay	24.0	6.4	11.7	24.7	30.0	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	6.4	11.7	24.7	30.0	11.2
LOS	C	A	B	C	C	B
Approach Delay	13.2			24.0	29.3	
Approach LOS	B			C	C	
Queue Length 50th (ft)	91	6	7	173	206	3
Queue Length 95th (ft)	199	78	20	267	#552	21
Internal Link Dist (ft)	433			4191	1199	
Turn Bay Length (ft)		90	165			65
Base Capacity (vph)	971	1052	429	1399	814	732
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.47	0.07	0.37	0.83	0.04
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 66.3						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.83						

Timings 1: Rosemary Street & E 88th Avenue

Existing Traffic Conditions
PM Peak Hour

Intersection Signal Delay: 21.6

Intersection LOS: C

Intersection Capacity Utilization 68.5%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Rosemary Street & E 88th Avenue

 Ø2 55 s		 Ø4 35 s	
 Ø5 15 s	 Ø6 40 s		

HCM 6th Signalized Intersection Summary

1: Rosemary Street & E 88th Avenue

Existing Traffic Conditions
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↑
Traffic Volume (veh/h)	286	458	27	474	621	24
Future Volume (veh/h)	286	458	27	474	621	24
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	311	498	29	515	675	26
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	670	568	288	834	715	636
Arrive On Green	0.36	0.36	0.02	0.45	0.40	0.40
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	311	498	29	515	675	26
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	9.2	21.2	0.7	15.2	26.3	0.7
Cycle Q Clear(g_c), s	9.2	21.2	0.7	15.2	26.3	0.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	670	568	288	834	715	636
V/C Ratio(X)	0.46	0.88	0.10	0.62	0.94	0.04
Avail Cap(c_a), veh/h	883	749	502	1273	742	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	21.6	13.9	15.3	20.8	13.1
Incr Delay (d2), s/veh	0.5	9.2	0.2	0.8	20.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	8.4	0.3	5.7	13.6	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.3	30.9	14.1	16.0	41.0	13.1
LnGrp LOS	B	C	B	B	D	B
Approach Vol, veh/h	809			544	701	
Approach Delay, s/veh	26.0			15.9	40.0	
Approach LOS	C			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.1		33.9	6.3	31.8
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		49.0		30.0	10.0	34.0
Max Q Clear Time (g_c+I1), s		17.2		28.3	2.7	23.2
Green Ext Time (p_c), s		1.9		0.6	0.0	2.6
Intersection Summary						
HCM 6th Ctrl Delay			28.1			
HCM 6th LOS			C			

Timings
2: Highway 2 & E 88th Avenue

Existing Traffic Conditions
PM Peak Hour

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	123	96	175	1311	541	67
Future Volume (vph)	123	96	175	1311	541	67
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.354			
Satd. Flow (perm)	1770	1583	659	3539	3539	1583
Satd. Flow (RTOR)		104				73
Lane Group Flow (vph)	134	104	190	1425	588	73
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	8.0	8.0	8.0
Minimum Split (s)	10.0	10.0	8.0	14.0	14.0	14.0
Total Split (s)	19.0	19.0	15.0	41.0	26.0	26.0
Total Split (%)	31.7%	31.7%	25.0%	68.3%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effect Green (s)	9.8	9.8	42.4	42.6	28.5	28.5
Actuated g/C Ratio	0.16	0.16	0.71	0.71	0.48	0.48
v/c Ratio	0.46	0.30	0.31	0.57	0.35	0.09
Control Delay	27.3	7.6	5.6	7.2	12.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	7.6	5.6	7.2	12.8	4.4
LOS	C	A	A	A	B	A
Approach Delay	18.7			7.0	11.8	
Approach LOS	B			A	B	
Queue Length 50th (ft)	45	0	20	129	71	0
Queue Length 95th (ft)	83	32	49	225	130	23
Internal Link Dist (ft)	494			958	789	
Turn Bay Length (ft)		360	660			695
Base Capacity (vph)	413	449	653	2513	1680	790
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.23	0.29	0.57	0.35	0.09
Intersection Summary						
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow, Master Intersection						
Natural Cycle: 40						
Control Type: Actuated-Coordinated						

Timings 2: Highway 2 & E 88th Avenue

Existing Traffic Conditions
PM Peak Hour

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 9.4

Intersection LOS: A

Intersection Capacity Utilization 52.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Highway 2 & E 88th Avenue

 Ø2 (R)		 Ø4	
41 s		19 s	
 Ø5	 Ø6 (R)		
15 s	26 s		

Timings

1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2023 - AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↓	↑	↓	↑
Traffic Volume (vph)	315	648	47	262	321	39
Future Volume (vph)	315	648	47	262	321	39
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.375		0.950	
Satd. Flow (perm)	1863	1583	699	1863	1770	1583
Satd. Flow (RTOR)		609				26
Lane Group Flow (vph)	342	704	51	285	349	42
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	8.0	5.0	5.0
Minimum Split (s)	14.0	14.0	8.0	14.0	10.0	10.0
Total Split (s)	40.0	40.0	15.0	55.0	35.0	35.0
Total Split (%)	44.4%	44.4%	16.7%	61.1%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effect Green (s)	18.8	18.8	26.4	25.2	17.3	17.3
Actuated g/C Ratio	0.34	0.34	0.48	0.45	0.31	0.31
v/c Ratio	0.54	0.75	0.11	0.34	0.63	0.08
Control Delay	20.7	9.3	8.3	10.5	25.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	9.3	8.3	10.5	25.1	11.3
LOS	C	A	A	B	C	B
Approach Delay	13.0			10.2	23.7	
Approach LOS	B			B	C	
Queue Length 50th (ft)	98	24	8	51	105	4
Queue Length 95th (ft)	223	156	28	127	254	29
Internal Link Dist (ft)	433			4191	1199	
Turn Bay Length (ft)		90	165			65
Base Capacity (vph)	1293	1285	560	1539	1125	1016
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.55	0.09	0.19	0.31	0.04
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 55.5						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.75						

Timings
1: Rosemary Street & E 88th Avenue

Background Traffic Conditions

Year 2023 - AM Peak Hour

Intersection Signal Delay: 14.8

Intersection LOS: B

Intersection Capacity Utilization 52.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Rosemary Street & E 88th Avenue

 Ø2		 Ø4	
55 s		35 s	
 Ø5	 Ø6		
15 s	40 s		

HCM 6th Signalized Intersection Summary

1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2023 - AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↑
Traffic Volume (veh/h)	315	648	47	262	321	39
Future Volume (veh/h)	315	648	47	262	321	39
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	342	704	51	285	349	42
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	903	765	361	1103	423	377
Arrive On Green	0.48	0.48	0.03	0.59	0.24	0.24
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	342	704	51	285	349	42
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	7.4	26.3	0.9	4.7	11.8	1.3
Cycle Q Clear(g_c), s	7.4	26.3	0.9	4.7	11.8	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	903	765	361	1103	423	377
V/C Ratio(X)	0.38	0.92	0.14	0.26	0.82	0.11
Avail Cap(c_a), veh/h	1000	847	591	1441	840	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	15.3	7.6	6.3	23.0	19.0
Incr Delay (d2), s/veh	0.3	14.2	0.2	0.1	4.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	10.4	0.3	1.4	5.0	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.7	29.5	7.8	6.4	27.1	19.1
LnGrp LOS	B	C	A	A	C	B
Approach Vol, veh/h	1046			336	391	
Approach Delay, s/veh	23.4			6.7	26.2	
Approach LOS	C			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		43.5		20.1	6.8	36.7
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		49.0		30.0	10.0	34.0
Max Q Clear Time (g_c+I1), s		6.7		13.8	2.9	28.3
Green Ext Time (p_c), s		1.0		1.3	0.0	2.4
Intersection Summary						
HCM 6th Ctrl Delay			20.8			
HCM 6th LOS			C			

Timings
2: Highway 2 & E 88th Avenue

Background Traffic Conditions
Year 2023 - AM Peak Hour

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	141	157	87	507	1491	157
Future Volume (vph)	141	157	87	507	1491	157
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.078			
Satd. Flow (perm)	1770	1583	145	3539	3539	1583
Satd. Flow (RTOR)		171				171
Lane Group Flow (vph)	153	171	95	551	1621	171
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	8.0	8.0	8.0
Minimum Split (s)	10.0	10.0	8.0	14.0	14.0	14.0
Total Split (s)	29.0	29.0	20.0	51.0	31.0	31.0
Total Split (%)	36.3%	36.3%	25.0%	63.8%	38.8%	38.8%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effect Green (s)	12.2	12.2	57.8	56.8	47.0	47.0
Actuated g/C Ratio	0.15	0.15	0.72	0.71	0.59	0.59
v/c Ratio	0.57	0.44	0.39	0.22	0.78	0.17
Control Delay	39.1	8.7	10.7	4.6	18.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	8.7	10.7	4.6	18.5	2.4
LOS	D	A	B	A	B	A
Approach Delay	23.0			5.5	16.9	
Approach LOS	C			A	B	
Queue Length 50th (ft)	72	0	11	41	316	0
Queue Length 95th (ft)	121	48	43	73	#558	30
Internal Link Dist (ft)	494			958	789	
Turn Bay Length (ft)		360	660			695
Base Capacity (vph)	531	594	409	2511	2080	1001
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.29	0.23	0.22	0.78	0.17
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow, Master Intersection						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						

Timings 2: Highway 2 & E 88th Avenue

Background Traffic Conditions
Year 2023 - AM Peak Hour

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 67.2%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 2 & E 88th Avenue

 Ø2 (L)		 Ø4	
51 s		29 s	
 Ø5	 Ø6 (R)		
20 s	31 s		

Timings

1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2023 - PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	298	478	43	493	665	35
Future Volume (vph)	298	478	43	493	665	35
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.339		0.950	
Satd. Flow (perm)	1863	1583	631	1863	1770	1583
Satd. Flow (RTOR)		475				11
Lane Group Flow (vph)	324	520	47	536	723	38
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	8.0	5.0	5.0
Minimum Split (s)	14.0	14.0	8.0	14.0	10.0	10.0
Total Split (s)	40.0	40.0	15.0	55.0	35.0	35.0
Total Split (%)	44.4%	44.4%	16.7%	61.1%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effect Green (s)	20.4	20.4	28.2	27.2	30.6	30.6
Actuated g/C Ratio	0.30	0.30	0.41	0.39	0.44	0.44
v/c Ratio	0.59	0.65	0.13	0.73	0.92	0.05
Control Delay	26.6	7.6	11.7	23.4	41.4	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	7.6	11.7	23.4	41.4	12.1
LOS	C	A	B	C	D	B
Approach Delay	14.9			22.5	39.9	
Approach LOS	B			C	D	
Queue Length 50th (ft)	127	15	11	183	295	7
Queue Length 95th (ft)	210	95	28	278	#639	28
Internal Link Dist (ft)	433			4191	1199	
Turn Bay Length (ft)		90	165			65
Base Capacity (vph)	935	1031	426	1348	784	707
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.50	0.11	0.40	0.92	0.05
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 69						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.92						

Timings 1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2023 - PM Peak Hour

Intersection Signal Delay: 25.6	Intersection LOS: C
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Rosemary Street & E 88th Avenue

 Ø2 55 s		 Ø4 35 s	
 Ø5 15 s	 Ø6 40 s		

HCM 6th Signalized Intersection Summary

1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2023 - PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (veh/h)	298	478	43	493	665	35
Future Volume (veh/h)	298	478	43	493	665	35
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	324	520	47	536	723	38
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	687	582	296	860	704	626
Arrive On Green	0.37	0.37	0.03	0.46	0.40	0.40
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	324	520	47	536	723	38
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	10.1	23.5	1.2	16.5	30.0	1.1
Cycle Q Clear(g_c), s	10.1	23.5	1.2	16.5	30.0	1.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	687	582	296	860	704	626
V/C Ratio(X)	0.47	0.89	0.16	0.62	1.03	0.06
Avail Cap(c_a), veh/h	838	710	483	1207	704	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	22.6	14.1	15.5	23.0	14.2
Incr Delay (d2), s/veh	0.5	12.0	0.2	0.7	41.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	9.7	0.4	6.2	19.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.9	34.7	14.4	16.3	63.9	14.3
LnGrp LOS	B	C	B	B	F	B
Approach Vol, veh/h	844			583	761	
Approach Delay, s/veh	28.6			16.1	61.4	
Approach LOS	C			B	E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		40.9		35.0	7.0	33.9
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		49.0		30.0	10.0	34.0
Max Q Clear Time (g_c+I1), s		18.5		32.0	3.2	25.5
Green Ext Time (p_c), s		2.0		0.0	0.0	2.4
Intersection Summary						
HCM 6th Ctrl Delay			36.7			
HCM 6th LOS			D			

Timings

2: Highway 2 & E 88th Avenue

Background Traffic Conditions

Year 2023 - PM Peak Hour

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	128	100	182	1364	563	70
Future Volume (vph)	128	100	182	1364	563	70
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.340			
Satd. Flow (perm)	1770	1583	633	3539	3539	1583
Satd. Flow (RTOR)		109				76
Lane Group Flow (vph)	139	109	198	1483	612	76
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	8.0	8.0	8.0
Minimum Split (s)	10.0	10.0	8.0	14.0	14.0	14.0
Total Split (s)	19.0	19.0	15.0	41.0	26.0	26.0
Total Split (%)	31.7%	31.7%	25.0%	68.3%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effect Green (s)	10.0	10.0	42.3	42.5	28.3	28.3
Actuated g/C Ratio	0.17	0.17	0.70	0.71	0.47	0.47
v/c Ratio	0.47	0.31	0.33	0.59	0.37	0.10
Control Delay	27.3	7.5	5.8	7.6	13.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	7.5	5.8	7.6	13.0	4.4
LOS	C	A	A	A	B	A
Approach Delay	18.6			7.4	12.1	
Approach LOS	B			A	B	
Queue Length 50th (ft)	46	0	22	140	75	0
Queue Length 95th (ft)	85	33	52	244	135	23
Internal Link Dist (ft)	494			958	789	
Turn Bay Length (ft)		360	660			695
Base Capacity (vph)	413	452	636	2505	1669	786
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.24	0.31	0.59	0.37	0.10
Intersection Summary						
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow, Master Intersection						
Natural Cycle: 40						
Control Type: Actuated-Coordinated						

Timings 2: Highway 2 & E 88th Avenue

Background Traffic Conditions
Year 2023 - PM Peak Hour

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 9.7

Intersection LOS: A

Intersection Capacity Utilization 54.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Highway 2 & E 88th Avenue

 Ø2 (R)		 Ø4	
41 s		19 s	
 Ø5	 Ø6 (R)		
15 s	26 s		

Timings

1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2041 - AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑↑	↘	↑↑	↘↘	↗
Traffic Volume (vph)	450	924	62	374	452	53
Future Volume (vph)	450	924	62	374	452	53
Satd. Flow (prot)	1863	2787	1770	3539	3433	1583
Flt Permitted			0.303		0.950	
Satd. Flow (perm)	1863	2787	564	3539	3433	1583
Satd. Flow (RTOR)		1004				45
Lane Group Flow (vph)	489	1004	67	407	491	58
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	8.0	5.0	5.0
Minimum Split (s)	14.0	14.0	8.0	14.0	10.0	10.0
Total Split (s)	52.0	52.0	9.0	61.0	29.0	29.0
Total Split (%)	57.8%	57.8%	10.0%	67.8%	32.2%	32.2%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effect Green (s)	24.5	24.5	30.1	29.0	14.4	14.4
Actuated g/C Ratio	0.44	0.44	0.54	0.52	0.26	0.26
v/c Ratio	0.60	0.56	0.17	0.22	0.55	0.13
Control Delay	16.2	2.3	6.8	7.1	22.7	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	2.3	6.8	7.1	22.7	10.3
LOS	B	A	A	A	C	B
Approach Delay	6.8			7.0	21.4	
Approach LOS	A			A	C	
Queue Length 50th (ft)	128	0	9	31	78	4
Queue Length 95th (ft)	252	32	27	65	155	32
Internal Link Dist (ft)	433			4191	1199	
Turn Bay Length (ft)		90	165			65
Base Capacity (vph)	1515	2454	402	3164	1647	783
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.41	0.17	0.13	0.30	0.07
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 55.6						
Natural Cycle: 50						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.60						

Timings 1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2041 - AM Peak Hour

Intersection Signal Delay: 10.0 Intersection LOS: B
Intersection Capacity Utilization 53.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Rosemary Street & E 88th Avenue

 Ø2 61 s		 Ø4 29 s	
 Ø5 9 s	 Ø6 52 s		

HCM 6th Signalized Intersection Summary

1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2041 - AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑↑	↘	↑↑	↘	↗
Traffic Volume (veh/h)	450	924	62	374	452	53
Future Volume (veh/h)	450	924	62	374	452	53
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	489	1004	67	407	491	58
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	889	1327	292	2130	706	324
Arrive On Green	0.48	0.48	0.03	0.60	0.20	0.20
Sat Flow, veh/h	1870	2790	1781	3647	3456	1585
Grp Volume(v), veh/h	489	1004	67	407	491	58
Grp Sat Flow(s),veh/h/ln	1870	1395	1781	1777	1728	1585
Q Serve(g_s), s	10.4	16.5	1.0	2.9	7.4	1.7
Cycle Q Clear(g_c), s	10.4	16.5	1.0	2.9	7.4	1.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	889	1327	292	2130	706	324
V/C Ratio(X)	0.55	0.76	0.23	0.19	0.70	0.18
Avail Cap(c_a), veh/h	1535	2289	358	3486	1479	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	12.0	7.7	5.1	20.7	18.4
Incr Delay (d2), s/veh	0.5	0.9	0.4	0.0	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.0	0.3	0.7	2.8	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	13.0	8.1	5.1	21.9	18.7
LnGrp LOS	B	B	A	A	C	B
Approach Vol, veh/h	1493			474	549	
Approach Delay, s/veh	12.3			5.5	21.6	
Approach LOS	B			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.6		16.5	6.9	32.7
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		55.0		24.0	4.0	46.0
Max Q Clear Time (g_c+I1), s		4.9		9.4	3.0	18.5
Green Ext Time (p_c), s		1.7		2.1	0.0	8.1
Intersection Summary						
HCM 6th Ctrl Delay			13.1			
HCM 6th LOS			B			

Timings
2: Highway 2 & E 88th Avenue

Background Traffic Conditions
Year 2041 - AM Peak Hour

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	202	224	125	724	2129	224
Future Volume (vph)	202	224	125	724	2129	224
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.071			
Satd. Flow (perm)	1770	1583	132	3539	3539	1583
Satd. Flow (RTOR)		67				243
Lane Group Flow (vph)	220	243	136	787	2314	243
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	8.0	8.0	8.0
Minimum Split (s)	10.0	10.0	8.0	14.0	14.0	14.0
Total Split (s)	15.0	15.0	8.0	65.0	57.0	57.0
Total Split (%)	18.8%	18.8%	10.0%	81.3%	71.3%	71.3%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effect Green (s)	10.0	10.0	60.0	59.0	51.0	51.0
Actuated g/C Ratio	0.12	0.12	0.75	0.74	0.64	0.64
v/c Ratio	1.00	0.95	0.85	0.30	1.03	0.22
Control Delay	98.0	72.9	53.8	3.9	42.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.0	72.9	53.8	3.9	42.1	1.4
LOS	F	E	D	A	D	A
Approach Delay	84.8			11.2	38.3	
Approach LOS	F			B	D	
Queue Length 50th (ft)	112	89	16	55	~605	0
Queue Length 95th (ft)	#249	#230	#81	75	#796	23
Internal Link Dist (ft)	494			958	789	
Turn Bay Length (ft)		360	660			695
Base Capacity (vph)	221	256	160	2610	2256	1097
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.95	0.85	0.30	1.03	0.22
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow, Master Intersection						
Natural Cycle: 90						
Control Type: Actuated-Coordinated						

Timings 2: Highway 2 & E 88th Avenue

Background Traffic Conditions
Year 2041 - AM Peak Hour

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 37.4

Intersection LOS: D

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 2 & E 88th Avenue

 Ø2 (L)		 Ø4	
65 s		15 s	
 Ø5	 Ø6 (R)		
8 s	57 s		

Timings
1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2041 - PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑↑	↵	↑↑	↵↵	↵
Traffic Volume (vph)	425	682	55	704	942	46
Future Volume (vph)	425	682	55	704	942	46
Satd. Flow (prot)	1863	2787	1770	3539	3433	1583
Flt Permitted			0.260		0.950	
Satd. Flow (perm)	1863	2787	484	3539	3433	1583
Satd. Flow (RTOR)		741				22
Lane Group Flow (vph)	462	741	60	765	1024	50
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	8.0	5.0	5.0
Minimum Split (s)	14.0	14.0	8.0	14.0	10.0	10.0
Total Split (s)	42.0	42.0	8.0	50.0	40.0	40.0
Total Split (%)	46.7%	46.7%	8.9%	55.6%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effect Green (s)	25.3	25.3	30.4	29.3	27.3	27.3
Actuated g/C Ratio	0.37	0.37	0.44	0.43	0.40	0.40
v/c Ratio	0.67	0.50	0.22	0.51	0.75	0.08
Control Delay	25.4	2.8	13.4	15.6	23.4	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	2.8	13.4	15.6	23.4	11.1
LOS	C	A	B	B	C	B
Approach Delay	11.5			15.4	22.8	
Approach LOS	B			B	C	
Queue Length 50th (ft)	175	0	14	117	204	8
Queue Length 95th (ft)	308	36	37	189	332	32
Internal Link Dist (ft)	433			4191	1199	
Turn Bay Length (ft)		90	165			65
Base Capacity (vph)	1073	1920	275	2406	1923	896
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.39	0.22	0.32	0.53	0.06
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 68.7						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.75						

Timings 1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2041 - PM Peak Hour

Intersection Signal Delay: 16.4 Intersection LOS: B
Intersection Capacity Utilization 65.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Rosemary Street & E 88th Avenue

 Ø2 50 s		 Ø4 40 s	
 Ø5 8 s	 Ø6 42 s		

HCM 6th Signalized Intersection Summary

1: Rosemary Street & E 88th Avenue

Background Traffic Conditions
Year 2041 - PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑↑	↘	↑↑	↘	↗
Traffic Volume (veh/h)	425	682	55	704	942	46
Future Volume (veh/h)	425	682	55	704	942	46
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	462	741	60	765	1024	50
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	653	975	235	1637	1276	585
Arrive On Green	0.35	0.35	0.03	0.46	0.37	0.37
Sat Flow, veh/h	1870	2790	1781	3647	3456	1585
Grp Volume(v), veh/h	462	741	60	765	1024	50
Grp Sat Flow(s),veh/h/ln	1870	1395	1781	1777	1728	1585
Q Serve(g_s), s	13.8	15.2	1.3	9.6	17.2	1.3
Cycle Q Clear(g_c), s	13.8	15.2	1.3	9.6	17.2	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	653	975	235	1637	1276	585
V/C Ratio(X)	0.71	0.76	0.26	0.47	0.80	0.09
Avail Cap(c_a), veh/h	1041	1553	257	2418	1870	858
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	18.6	13.7	12.0	18.3	13.3
Incr Delay (d2), s/veh	1.4	1.3	0.6	0.2	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	4.4	0.5	3.1	6.3	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	19.9	14.3	12.2	19.9	13.3
LnGrp LOS	B	B	B	B	B	B
Approach Vol, veh/h	1203			825	1074	
Approach Delay, s/veh	19.8			12.4	19.6	
Approach LOS	B			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		35.8		28.9	7.2	28.6
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		44.0		35.0	3.0	36.0
Max Q Clear Time (g_c+I1), s		11.6		19.2	3.3	17.2
Green Ext Time (p_c), s		3.4		4.7	0.0	5.4
Intersection Summary						
HCM 6th Ctrl Delay			17.7			
HCM 6th LOS			B			

Timings
2: Highway 2 & E 88th Avenue

Background Traffic Conditions
Year 2041 - PM Peak Hour

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	183	143	260	1948	804	100
Future Volume (vph)	183	143	260	1948	804	100
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.214			
Satd. Flow (perm)	1770	1583	399	3539	3539	1583
Satd. Flow (RTOR)		155				109
Lane Group Flow (vph)	199	155	283	2117	874	109
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	8.0	8.0	8.0
Minimum Split (s)	10.0	10.0	8.0	14.0	14.0	14.0
Total Split (s)	14.0	14.0	16.0	46.0	30.0	30.0
Total Split (%)	23.3%	23.3%	26.7%	76.7%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effect Green (s)	8.8	8.8	41.2	40.2	26.2	26.2
Actuated g/C Ratio	0.15	0.15	0.69	0.67	0.44	0.44
v/c Ratio	0.77	0.42	0.59	0.89	0.57	0.14
Control Delay	46.6	8.9	9.7	15.1	14.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	8.9	9.7	15.1	14.9	3.4
LOS	D	A	A	B	B	A
Approach Delay	30.1			14.5	13.6	
Approach LOS	C			B	B	
Queue Length 50th (ft)	70	0	31	269	119	0
Queue Length 95th (ft)	#162	44	68	#441	181	24
Internal Link Dist (ft)	494			958	789	
Turn Bay Length (ft)		360	660			695
Base Capacity (vph)	265	369	525	2370	1544	752
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.42	0.54	0.89	0.57	0.14
Intersection Summary						
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow, Master Intersection						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						

Timings 2: Highway 2 & E 88th Avenue

Background Traffic Conditions
Year 2041 - PM Peak Hour

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 15.7

Intersection LOS: B

Intersection Capacity Utilization 73.2%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 2 & E 88th Avenue

 Ø2 (R) 46 s		 Ø4 14 s	
 Ø5 16 s	 Ø6 (R) 30 s		

Timings
1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2023 - AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	322	656	51	262	326	39
Future Volume (vph)	322	656	51	262	326	39
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.366		0.950	
Satd. Flow (perm)	1863	1583	682	1863	1770	1583
Satd. Flow (RTOR)		602				26
Lane Group Flow (vph)	350	713	55	285	354	42
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	8.0	5.0	5.0
Minimum Split (s)	14.0	14.0	8.0	14.0	10.0	10.0
Total Split (s)	40.0	40.0	15.0	55.0	35.0	35.0
Total Split (%)	44.4%	44.4%	16.7%	61.1%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effect Green (s)	19.1	19.1	26.7	25.5	17.6	17.6
Actuated g/C Ratio	0.34	0.34	0.48	0.45	0.31	0.31
v/c Ratio	0.55	0.76	0.11	0.34	0.64	0.08
Control Delay	21.0	10.0	8.5	10.6	25.4	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	10.0	8.5	10.6	25.4	11.4
LOS	C	B	A	B	C	B
Approach Delay	13.6			10.3	23.9	
Approach LOS	B			B	C	
Queue Length 50th (ft)	102	28	8	51	109	4
Queue Length 95th (ft)	231	173	30	129	258	28
Internal Link Dist (ft)	433			370	528	
Turn Bay Length (ft)		90	165			65
Base Capacity (vph)	1282	1277	554	1529	1116	1008
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.56	0.10	0.19	0.32	0.04
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 56.1						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.76						

Timings 1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2023 - AM Peak Hour

Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 53.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Rosemary Street & E 88th Avenue

 Ø2 55 s		 Ø4 35 s	
 Ø5 15 s	 Ø6 40 s		

HCM 6th Signalized Intersection Summary

1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2023 - AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↑
Traffic Volume (veh/h)	322	656	51	262	326	39
Future Volume (veh/h)	322	656	51	262	326	39
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	350	713	55	285	354	42
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	907	768	357	1105	427	380
Arrive On Green	0.48	0.48	0.03	0.59	0.24	0.24
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	350	713	55	285	354	42
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	7.7	27.3	0.9	4.8	12.2	1.3
Cycle Q Clear(g_c), s	7.7	27.3	0.9	4.8	12.2	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	907	768	357	1105	427	380
V/C Ratio(X)	0.39	0.93	0.15	0.26	0.83	0.11
Avail Cap(c_a), veh/h	980	831	580	1413	824	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	15.7	7.7	6.4	23.4	19.3
Incr Delay (d2), s/veh	0.3	15.8	0.2	0.1	4.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	11.1	0.3	1.4	5.2	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	31.4	7.9	6.5	27.6	19.4
LnGrp LOS	B	C	A	A	C	B
Approach Vol, veh/h	1063			340	396	
Approach Delay, s/veh	24.7			6.8	26.7	
Approach LOS	C			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.3		20.5	6.9	37.5
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		49.0		30.0	10.0	34.0
Max Q Clear Time (g_c+I1), s		6.8		14.2	2.9	29.3
Green Ext Time (p_c), s		1.0		1.3	0.1	2.1
Intersection Summary						
HCM 6th Ctrl Delay			21.7			
HCM 6th LOS			C			

Timings
2: Highway 2 & E 88th Avenue

Total Traffic Conditions
Year 2023 - AM Peak Hour

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	141	158	90	507	1491	158
Future Volume (vph)	141	158	90	507	1491	158
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.078			
Satd. Flow (perm)	1770	1583	145	3539	3539	1583
Satd. Flow (RTOR)		172				172
Lane Group Flow (vph)	153	172	98	551	1621	172
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	8.0	8.0	8.0
Minimum Split (s)	10.0	10.0	8.0	14.0	14.0	14.0
Total Split (s)	29.0	29.0	20.0	51.0	31.0	31.0
Total Split (%)	36.3%	36.3%	25.0%	63.8%	38.8%	38.8%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	12.2	12.2	57.8	56.8	47.0	47.0
Actuated g/C Ratio	0.15	0.15	0.72	0.71	0.59	0.59
v/c Ratio	0.57	0.44	0.40	0.22	0.78	0.17
Control Delay	39.1	8.7	11.1	4.6	18.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	8.7	11.1	4.6	18.5	2.4
LOS	D	A	B	A	B	A
Approach Delay	23.0			5.6	17.0	
Approach LOS	C			A	B	
Queue Length 50th (ft)	72	0	12	41	317	0
Queue Length 95th (ft)	121	48	44	73	#560	30
Internal Link Dist (ft)	494			958	789	
Turn Bay Length (ft)		360	660			695
Base Capacity (vph)	531	595	409	2511	2078	1000
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.29	0.24	0.22	0.78	0.17
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow, Master Intersection						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						

Timings 2: Highway 2 & E 88th Avenue

Total Traffic Conditions
Year 2023 - AM Peak Hour

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 67.3%

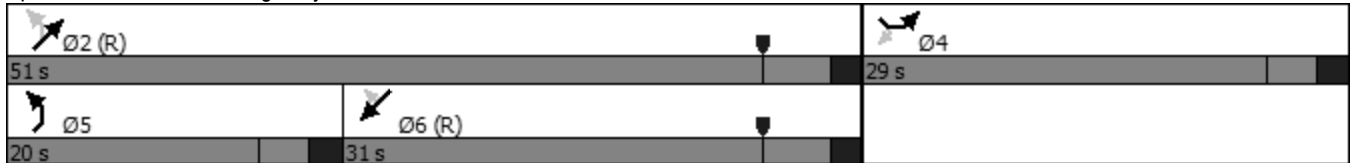
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 2 & E 88th Avenue



HCM 6th TWSC
3: Access A & E 88th Avenue

Total Traffic Conditions
Year 2023 - AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↑		↱
Traffic Vol, veh/h	354	7	0	313	0	1
Future Vol, veh/h	354	7	0	313	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	385	8	0	340	0	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	389
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	659
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	659
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	659	-	-	-		
HCM Lane V/C Ratio	0.002	-	-	-		
HCM Control Delay (s)	10.5	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-		

HCM 6th TWSC
4: Rosemary Street & Access B

Total Traffic Conditions
Year 2023 - AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	5	360	8	12	695
Future Vol, veh/h	2	5	360	8	12	695
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	-	-	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	391	9	13	755
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1177	396	0	0	400	0
Stage 1	396	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	211	653	-	-	1159	-
Stage 1	680	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	209	653	-	-	1159	-
Mov Cap-2 Maneuver	209	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	209	653	1159	-
HCM Lane V/C Ratio	-	-	0.01	0.008	0.011	-
HCM Control Delay (s)	-	-	22.4	10.6	8.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Timings
1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2023 - PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	301	481	45	493	681	35
Future Volume (vph)	301	481	45	493	681	35
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.337		0.950	
Satd. Flow (perm)	1863	1583	628	1863	1770	1583
Satd. Flow (RTOR)		473				11
Lane Group Flow (vph)	327	523	49	536	740	38
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	8.0	5.0	5.0
Minimum Split (s)	14.0	14.0	8.0	14.0	10.0	10.0
Total Split (s)	40.0	40.0	15.0	55.0	35.0	35.0
Total Split (%)	44.4%	44.4%	16.7%	61.1%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	20.5	20.5	28.4	27.4	30.6	30.6
Actuated g/C Ratio	0.30	0.30	0.41	0.40	0.44	0.44
v/c Ratio	0.59	0.65	0.13	0.73	0.95	0.05
Control Delay	26.7	7.8	11.8	23.3	45.4	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	7.8	11.8	23.3	45.4	12.1
LOS	C	A	B	C	D	B
Approach Delay	15.1			22.3	43.7	
Approach LOS	B			C	D	
Queue Length 50th (ft)	129	17	12	183	309	7
Queue Length 95th (ft)	213	98	29	278	#662	29
Internal Link Dist (ft)	433			370	538	
Turn Bay Length (ft)		90	165			65
Base Capacity (vph)	933	1029	426	1345	782	706
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.51	0.12	0.40	0.95	0.05
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 69.2						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.95						

Timings 1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2023 - PM Peak Hour

Intersection Signal Delay: 27.1 Intersection LOS: C
Intersection Capacity Utilization 72.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Rosemary Street & E 88th Avenue

 Ø2 55 s		 Ø4 35 s	
 Ø5 15 s	 Ø6 40 s		

HCM 6th Signalized Intersection Summary

1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2023 - PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	301	481	45	493	681	35
Future Volume (veh/h)	301	481	45	493	681	35
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	327	523	49	536	740	38
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	689	584	296	864	701	624
Arrive On Green	0.37	0.37	0.03	0.46	0.39	0.39
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	327	523	49	536	740	38
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	10.2	23.7	1.2	16.5	30.0	1.1
Cycle Q Clear(g_c), s	10.2	23.7	1.2	16.5	30.0	1.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	689	584	296	864	701	624
V/C Ratio(X)	0.47	0.90	0.17	0.62	1.06	0.06
Avail Cap(c_a), veh/h	834	707	481	1202	701	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	22.7	14.1	15.5	23.1	14.4
Incr Delay (d2), s/veh	0.5	12.3	0.3	0.7	49.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	9.8	0.5	6.2	20.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.9	35.0	14.4	16.2	72.6	14.4
LnGrp LOS	B	D	B	B	F	B
Approach Vol, veh/h	850			585	778	
Approach Delay, s/veh	28.8			16.0	69.8	
Approach LOS	C			B	E	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	41.2		35.0		7.1	34.1
Change Period (Y+Rc), s	6.0		5.0		5.0	6.0
Max Green Setting (Gmax), s	49.0		30.0		10.0	34.0
Max Q Clear Time (g_c+I1), s	18.5		32.0		3.2	25.7
Green Ext Time (p_c), s	2.0		0.0		0.0	2.4
Intersection Summary						
HCM 6th Ctrl Delay			39.8			
HCM 6th LOS			D			

Timings
2: Highway 2 & E 88th Avenue

Total Traffic Conditions
Year 2023 - PM Peak Hour

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	129	103	183	1364	563	71
Future Volume (vph)	129	103	183	1364	563	71
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.340			
Satd. Flow (perm)	1770	1583	633	3539	3539	1583
Satd. Flow (RTOR)		112				77
Lane Group Flow (vph)	140	112	199	1483	612	77
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	8.0	8.0	8.0
Minimum Split (s)	10.0	10.0	8.0	14.0	14.0	14.0
Total Split (s)	19.0	19.0	15.0	41.0	26.0	26.0
Total Split (%)	31.7%	31.7%	25.0%	68.3%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	10.0	10.0	42.3	42.5	28.3	28.3
Actuated g/C Ratio	0.17	0.17	0.70	0.71	0.47	0.47
v/c Ratio	0.48	0.31	0.33	0.59	0.37	0.10
Control Delay	27.4	7.5	5.8	7.6	13.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	7.5	5.8	7.6	13.1	4.4
LOS	C	A	A	A	B	A
Approach Delay	18.5			7.4	12.1	
Approach LOS	B			A	B	
Queue Length 50th (ft)	46	0	22	140	75	0
Queue Length 95th (ft)	86	33	52	244	135	23
Internal Link Dist (ft)	494			958	789	
Turn Bay Length (ft)		360	660			695
Base Capacity (vph)	413	455	636	2505	1668	786
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.25	0.31	0.59	0.37	0.10
Intersection Summary						
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow, Master Intersection						
Natural Cycle: 40						
Control Type: Actuated-Coordinated						

Timings 2: Highway 2 & E 88th Avenue

Total Traffic Conditions
Year 2023 - PM Peak Hour

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 9.7

Intersection LOS: A

Intersection Capacity Utilization 54.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Highway 2 & E 88th Avenue

 Ø2 (R)		 Ø4	
41 s		19 s	
 Ø5	 Ø6 (R)		
15 s	26 s		

HCM 6th TWSC
3: Access A & E 88th Avenue

Total Traffic Conditions
Year 2023 - PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷		↸
Traffic Vol, veh/h	333	3	0	538	0	4
Future Vol, veh/h	333	3	0	538	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	362	3	0	585	0	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	364
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	681
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	681
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	681	-	-	-		
HCM Lane V/C Ratio	0.006	-	-	-		
HCM Control Delay (s)	10.3	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-		

HCM 6th TWSC
4: Rosemary Street & Access B

Total Traffic Conditions
Year 2023 - PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	16	700	3	5	521
Future Vol, veh/h	8	16	700	3	5	521
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	-	-	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	17	761	3	5	566
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1339	763	0	0	764	0
Stage 1	763	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	168	404	-	-	849	-
Stage 1	460	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	167	404	-	-	849	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.8	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	167	404	849	-
HCM Lane V/C Ratio	-	-	0.052	0.043	0.006	-
HCM Control Delay (s)	-	-	27.7	14.3	9.3	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Timings
1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2041 - AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑↑	↘	↑↑	↘↘	↗
Traffic Volume (vph)	457	932	66	374	457	53
Future Volume (vph)	457	932	66	374	457	53
Satd. Flow (prot)	1863	2787	1770	3539	3433	1583
Flt Permitted			0.299		0.950	
Satd. Flow (perm)	1863	2787	557	3539	3433	1583
Satd. Flow (RTOR)		1013				44
Lane Group Flow (vph)	497	1013	72	407	497	58
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	8.0	5.0	5.0
Minimum Split (s)	14.0	14.0	8.0	14.0	10.0	10.0
Total Split (s)	52.0	52.0	9.0	61.0	29.0	29.0
Total Split (%)	57.8%	57.8%	10.0%	67.8%	32.2%	32.2%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	25.4	25.4	31.0	29.9	14.8	14.8
Actuated g/C Ratio	0.45	0.45	0.54	0.53	0.26	0.26
v/c Ratio	0.60	0.56	0.18	0.22	0.56	0.13
Control Delay	16.4	2.2	7.0	7.2	23.2	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	2.2	7.0	7.2	23.2	10.6
LOS	B	A	A	A	C	B
Approach Delay	6.9			7.1	21.9	
Approach LOS	A			A	C	
Queue Length 50th (ft)	131	0	9	31	80	4
Queue Length 95th (ft)	259	32	29	66	161	33
Internal Link Dist (ft)	433			370	538	
Turn Bay Length (ft)		90	165			65
Base Capacity (vph)	1497	2439	398	3124	1614	768
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.42	0.18	0.13	0.31	0.08
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 56.9						
Natural Cycle: 50						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.60						

Timings
1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2041 - AM Peak Hour

Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 54.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Rosemary Street & E 88th Avenue

 Ø2			 Ø4		
61 s			29 s		
 Ø5			 Ø6		
9 s		52 s			

HCM 6th Signalized Intersection Summary

1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2041 - AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑↑	↘	↑↑	↘	↗
Traffic Volume (veh/h)	457	932	66	374	457	53
Future Volume (veh/h)	457	932	66	374	457	53
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	497	1013	72	407	497	58
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	893	1331	292	2139	709	325
Arrive On Green	0.48	0.48	0.04	0.60	0.21	0.21
Sat Flow, veh/h	1870	2790	1781	3647	3456	1585
Grp Volume(v), veh/h	497	1013	72	407	497	58
Grp Sat Flow(s),veh/h/ln	1870	1395	1781	1777	1728	1585
Q Serve(g_s), s	10.8	17.0	1.1	2.9	7.6	1.7
Cycle Q Clear(g_c), s	10.8	17.0	1.1	2.9	7.6	1.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	893	1331	292	2139	709	325
V/C Ratio(X)	0.56	0.76	0.25	0.19	0.70	0.18
Avail Cap(c_a), veh/h	1509	2251	351	3429	1455	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	12.2	7.8	5.1	21.0	18.7
Incr Delay (d2), s/veh	0.5	0.9	0.4	0.0	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.1	0.3	0.7	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.2	13.2	8.3	5.1	22.3	19.0
LnGrp LOS	B	B	A	A	C	B
Approach Vol, veh/h	1510			479	555	
Approach Delay, s/veh	12.5			5.6	22.0	
Approach LOS	B			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		40.3		16.7	7.1	33.2
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		55.0		24.0	4.0	46.0
Max Q Clear Time (g_c+l1), s		4.9		9.6	3.1	19.0
Green Ext Time (p_c), s		1.7		2.1	0.0	8.2
Intersection Summary						
HCM 6th Ctrl Delay			13.3			
HCM 6th LOS			B			

Timings

2: Highway 2 & E 88th Avenue

Total Traffic Conditions
Year 2041 - AM Peak Hour

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	202	225	128	724	2129	225
Future Volume (vph)	202	225	128	724	2129	225
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.071			
Satd. Flow (perm)	1770	1583	132	3539	3539	1583
Satd. Flow (RTOR)		67				245
Lane Group Flow (vph)	220	245	139	787	2314	245
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	8.0	8.0	8.0
Minimum Split (s)	10.0	10.0	8.0	14.0	14.0	14.0
Total Split (s)	15.0	15.0	8.0	65.0	57.0	57.0
Total Split (%)	18.8%	18.8%	10.0%	81.3%	71.3%	71.3%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	10.0	10.0	60.0	59.0	51.0	51.0
Actuated g/C Ratio	0.12	0.12	0.75	0.74	0.64	0.64
v/c Ratio	1.00	0.96	0.87	0.30	1.03	0.22
Control Delay	98.0	74.7	57.4	3.9	42.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.0	74.7	57.4	3.9	42.1	1.4
LOS	F	E	E	A	D	A
Approach Delay	85.7			11.9	38.2	
Approach LOS	F			B	D	
Queue Length 50th (ft)	112	90	18	55	~605	0
Queue Length 95th (ft)	#249	#232	#84	75	#796	23
Internal Link Dist (ft)	494			958	789	
Turn Bay Length (ft)		360	660			695
Base Capacity (vph)	221	256	160	2610	2256	1097
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.96	0.87	0.30	1.03	0.22
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow, Master Intersection						
Natural Cycle: 90						
Control Type: Actuated-Coordinated						

Timings 2: Highway 2 & E 88th Avenue

Total Traffic Conditions
Year 2041 - AM Peak Hour

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 37.7

Intersection LOS: D

Intersection Capacity Utilization 90.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 2 & E 88th Avenue

 Ø2 (L)		 Ø4	
65 s		15 s	
 Ø5	 Ø6 (R)		
8 s	57 s		

HCM 6th TWSC
3: Access A & E 88th Avenue

Total Traffic Conditions
Year 2041 - AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	507	7	0	440	0	1
Future Vol, veh/h	507	7	0	440	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	551	8	0	478	0	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	280
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	717
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	717
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	717	-	-	-		
HCM Lane V/C Ratio	0.002	-	-	-		
HCM Control Delay (s)	10	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-		

HCM 6th TWSC
4: Rosemary Street & Access B

Total Traffic Conditions
Year 2041 - AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↕		↰	↕
Traffic Vol, veh/h	2	5	505	8	12	986
Future Vol, veh/h	2	5	505	8	12	986
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	-	-	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	549	9	13	1072
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1116	279	0	0	558	0
Stage 1	554	-	-	-	-	-
Stage 2	562	-	-	-	-	-
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	202	718	-	-	1009	-
Stage 1	539	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	199	718	-	-	1009	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.9	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 199 718 1009		-		
HCM Lane V/C Ratio	-	- 0.011 0.008 0.013		-		
HCM Control Delay (s)	-	- 23.3 10.1 8.6		-		
HCM Lane LOS	-	- C B A		-		
HCM 95th %tile Q(veh)	-	- 0 0 0		-		

Timings
1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2041 - PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑↑	↓	↑↑	↓	↑
Traffic Volume (vph)	428	685	57	704	958	46
Future Volume (vph)	428	685	57	704	958	46
Satd. Flow (prot)	1863	2787	1770	3539	3433	1583
Flt Permitted			0.256		0.950	
Satd. Flow (perm)	1863	2787	477	3539	3433	1583
Satd. Flow (RTOR)		745				22
Lane Group Flow (vph)	465	745	62	765	1041	50
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	8.0	5.0	5.0
Minimum Split (s)	14.0	14.0	8.0	14.0	10.0	10.0
Total Split (s)	42.0	42.0	8.0	50.0	40.0	40.0
Total Split (%)	46.7%	46.7%	8.9%	55.6%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	25.4	25.4	30.5	29.4	27.6	27.6
Actuated g/C Ratio	0.37	0.37	0.44	0.43	0.40	0.40
v/c Ratio	0.68	0.50	0.23	0.51	0.76	0.08
Control Delay	25.7	2.8	13.6	15.7	23.7	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	2.8	13.6	15.7	23.7	11.1
LOS	C	A	B	B	C	B
Approach Delay	11.6			15.5	23.1	
Approach LOS	B			B	C	
Queue Length 50th (ft)	179	0	15	120	210	8
Queue Length 95th (ft)	310	36	38	189	340	32
Internal Link Dist (ft)	433			370	538	
Turn Bay Length (ft)		90	165			65
Base Capacity (vph)	1064	1912	272	2393	1907	889
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.39	0.23	0.32	0.55	0.06
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 69.1						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.76						

Timings 1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2041 - PM Peak Hour

Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 66.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Rosemary Street & E 88th Avenue

 Ø2 50 s		 Ø4 40 s	
 Ø5 8 s	 Ø6 42 s		

HCM 6th Signalized Intersection Summary

1: Rosemary Street & E 88th Avenue

Total Traffic Conditions
Year 2041 - PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑↑	↘	↑↑	↘	↗
Traffic Volume (veh/h)	428	685	57	704	958	46
Future Volume (veh/h)	428	685	57	704	958	46
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	465	745	62	765	1041	50
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	653	974	233	1635	1288	591
Arrive On Green	0.35	0.35	0.03	0.46	0.37	0.37
Sat Flow, veh/h	1870	2790	1781	3647	3456	1585
Grp Volume(v), veh/h	465	745	62	765	1041	50
Grp Sat Flow(s),veh/h/ln	1870	1395	1781	1777	1728	1585
Q Serve(g_s), s	14.2	15.6	1.4	9.7	17.8	1.3
Cycle Q Clear(g_c), s	14.2	15.6	1.4	9.7	17.8	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	653	974	233	1635	1288	591
V/C Ratio(X)	0.71	0.76	0.27	0.47	0.81	0.08
Avail Cap(c_a), veh/h	1023	1527	252	2377	1838	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	19.0	14.0	12.2	18.5	13.4
Incr Delay (d2), s/veh	1.5	1.3	0.6	0.2	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	4.5	0.5	3.2	6.5	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	20.3	14.6	12.4	20.4	13.4
LnGrp LOS	B	C	B	B	C	B
Approach Vol, veh/h	1210			827	1091	
Approach Delay, s/veh	20.2			12.6	20.1	
Approach LOS	C			B	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.3		29.5	7.3	29.0
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		44.0		35.0	3.0	36.0
Max Q Clear Time (g_c+I1), s		11.7		19.8	3.4	17.6
Green Ext Time (p_c), s		3.4		4.7	0.0	5.4
Intersection Summary						
HCM 6th Ctrl Delay			18.1			
HCM 6th LOS			B			

Timings
2: Highway 2 & E 88th Avenue

Total Traffic Conditions
Year 2041 - PM Peak Hour

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	184	146	261	1948	804	101
Future Volume (vph)	184	146	261	1948	804	101
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.214			
Satd. Flow (perm)	1770	1583	399	3539	3539	1583
Satd. Flow (RTOR)		159				110
Lane Group Flow (vph)	200	159	284	2117	874	110
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	8.0	8.0	8.0
Minimum Split (s)	10.0	10.0	8.0	14.0	14.0	14.0
Total Split (s)	14.0	14.0	16.0	46.0	30.0	30.0
Total Split (%)	23.3%	23.3%	26.7%	76.7%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	8.8	8.8	41.2	40.2	26.1	26.1
Actuated g/C Ratio	0.15	0.15	0.69	0.67	0.44	0.44
v/c Ratio	0.77	0.43	0.59	0.89	0.57	0.15
Control Delay	46.8	8.8	9.7	15.1	14.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	8.8	9.7	15.1	14.9	3.4
LOS	D	A	A	B	B	A
Approach Delay	30.0			14.5	13.6	
Approach LOS	C			B	B	
Queue Length 50th (ft)	70	0	31	269	119	0
Queue Length 95th (ft)	#163	44	68	#441	181	25
Internal Link Dist (ft)	494			958	789	
Turn Bay Length (ft)		360	660			695
Base Capacity (vph)	265	372	525	2368	1541	751
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.43	0.54	0.89	0.57	0.15
Intersection Summary						
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow, Master Intersection						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						

Timings 2: Highway 2 & E 88th Avenue

Total Traffic Conditions
Year 2041 - PM Peak Hour

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 15.8

Intersection LOS: B

Intersection Capacity Utilization 73.2%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 2 & E 88th Avenue

 Ø2 (R) 46 s		 Ø4 14 s	
 Ø5 16 s	 Ø6 (R) 30 s		

HCM 6th TWSC
3: Access A & E 88th Avenue

Total Traffic Conditions
Year 2041 - PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↔			↑↑		↔↑
Traffic Vol, veh/h	471	3	0	761	0	4
Future Vol, veh/h	471	3	0	761	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	512	3	0	827	0	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	258
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	741
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	741
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	741	-	-	-		
HCM Lane V/C Ratio	0.006	-	-	-		
HCM Control Delay (s)	9.9	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-		

HCM 6th TWSC
4: Rosemary Street & Access B

Total Traffic Conditions
Year 2041 - PM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↕		↰	↕
Traffic Vol, veh/h	8	16	988	3	5	737
Future Vol, veh/h	8	16	988	3	5	737
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	-	-	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	17	1074	3	5	801
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1487	539	0	0	1077	0
Stage 1	1076	-	-	-	-	-
Stage 2	411	-	-	-	-	-
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	115	487	-	-	643	-
Stage 1	289	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	487	-	-	643	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	21.5	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 114 487	643	-		
HCM Lane V/C Ratio	-	- 0.076 0.036	0.008	-		
HCM Control Delay (s)	-	- 39.2 12.7	10.6	-		
HCM Lane LOS	-	- E B	B	-		
HCM 95th %tile Q(veh)	-	- 0.2 0.1	0	-		