QUESTHAVEN RESIDENTIAL DEVELOPMENT

Local Transportation Analysis

APRIL 2024

Prepared For

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ES.1 Introduction

The purpose of this Local Transportation Analysis (LTA) is to identify and document potential transportation related inconsistencies with the *City of San Marcos General Plan Mobility Element* (Mobility Element) or the *City of San Marcos Transportation Impact Analysis Guidelines* (November 2020) that may be associated with the Questhaven Project (Proposed Project), as well as to recommend improvements, as necessary, for any roadway segments and intersections identified to be inconsistent with the Mobility Element.

ES.2 Project Setting

The Proposed Project is located on the south side of San Elijo Road between Fallsview Road and the Loma San Marcos Movie Studio project driveway, near the San Elijo Community, within the unincorporated County of San Diego. The Proposed Project includes 76 single-family estate residential dwelling units and a 0.30-acre park within an 89.23-acre lot. Sixty-nine (69) of the single-family units will be market rate units and seven (7) will be affordable housing units.

Trip generation rates for the Proposed Project are derived from the San Diego Association of Governments' (SANDAG) *(not so) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region* (April 2002). Trip generation calculations are provided in Chapter 3. The Proposed Project would generate a total of 914 daily trips, including 74 trips (23-in / 51-out) during the AM peak hour and 93 trips (65-in / 28-out) during the PM peak hour.

The project site is undeveloped under existing conditions. San Elijo Road abuts the northern boundary of the property and will provide access via two driveways, Street "D" and Street "E", to the Proposed Project.

The following ten (10) roadway segments and ten (10) intersections are analyzed in the study:

<u>Roadway Segments – City of Carlsbad</u>

1. Rancho Santa Fe Road, between Melrose Drive and San Elijo Road
2. Rancho Santa Fe Road, between San Elijo Road and Avenida Soledad

<u>Roadway Segments – City of San Marcos</u>

3. San Elijo Road, between Rancho Santa Fe and Melrose Drive
4. San Elijo Road, between Melrose Drive and Street "E" (Existing)
5. San Elijo Road, between Street "E" (Existing) and Baker Street
6. San Elijo Road (southbound one-way), between Baker Street and Elfin Forest Road
7. San Elijo Road (southbound one-way), between Elfin Forest Road and Schoolhouse Way
8. San Elijo Road (northbound one-way), between Baker Street and Elfin Forest Road
9. San Elijo Road (northbound one-way), between Elfin Forest Road and Schoolhouse Way
10. San Elijo Road, between Schoolhouse Way and Hope Street

Intersections – City of San Marcos

1. Melrose Drive / San Elijo Road (Signal)
2. Street "E" / San Elijo Road (SSSC)
3. San Elijo Road (southbound) / Baker Street (Signal)
4. San Elijo Road (northbound) / Baker Street (Signal)
5. San Elijo Road (southbound) / Elfin Forest Road (eastbound) (Signal)
6. San Elijo Road (northbound) / Elfin Forest Road (eastbound) (Signal)
7. San Elijo Road (southbound) / Elfin Forest Road (westbound) (Signal)
8. San Elijo Road (northbound) / Elfin Forest Road (westbound) (Signal)
9. Schoolhouse Way / San Elijo Road (Signal)
10. Street "D" / San Elijo Road (SSSC)[1]

SSSC = Side-Street Stop-Controlled.
[1]Intersection provides project access and does not exist; therefore, it is only analyzed under "With Project" scenarios.

Freeway mainline segments are not analyzed since the Proposed Project is not anticipated to add more than 50 peak hour trips, in either direction, to a freeway mainline segment.

ES.3 Mobility Element Inconsistencies and Recommended Improvements

The Proposed Project will not create any Mobility Element inconsistencies along any of the study roadway segments under each of the studied scenarios. However, the Proposed Project would result in a Mobility Element inconsistency at one intersection under Near-Term Year 2024 Base with Project Conditions. A summary of all results is provided in the following sections.

Existing Conditions

Roadway Segment Analysis

All roadway segments within the project study area currently operate at acceptable Level of Service (LOS) C or better under Existing conditions.

Intersection Analysis

All intersections within the project study area currently operate at acceptable LOS D or better during both the AM and PM peak hours under Existing conditions, with the exception of the following two (2) intersections:

3. *San Elijo Road (southbound) / Baker Street* – LOS E during the AM peak hour. This is primarily due to the westbound left-turn movement which experiences particularly high delay compared to all other movements at this intersection.

9. *Schoolhouse Way / San Elijo Road* – LOS E during the AM peak hour. This is primarily due to the high volume of vehicle trips and associated delay for the westbound left-turn movement. Most of these vehicle trips are student drop-off trips at both San Elijo Elementary and Middle Schools.

Near-Term Year 2024 Conditions

Roadway Segment Analysis

All roadway segments within the project study area would operate at acceptable LOS D under Near-Term Year 2024 Base conditions.

Similarly, all roadway segments are projected to operate at LOS D or better under Near-Term Year 2024 Base with Project conditions, with the exception of the following:

- San Elijo Road, between Street "E" and Baker Street.

The cause of this roadway segment operating at unacceptable LOS is the result of trips coming out of the project not being allowed to make a left turn out of the Proposed Project Driveway (Street "E" / San Elijo Road) which routes all traffic to travel through this roadway segment. With signalization of the intersection, and the associated lane reconfiguration at the south leg of San Elijo Road and Street "E" (Project Driveway), all movements will be allowed and vehicles making a left turn (travel westbound) out of the Proposed Project will now be able to do so. A trip distribution with the signal in place can be found in **Figure 5.5**.

Table ES.1 displays roadway LOS results under Near-Term Year 2024 Base with Project with Improvement Conditions.

Table ES.1 Roadway Segment LOS Results – Near-Term Year 2024 Base with Project with Improvement Conditions

Roadway	Segment	ADT w/Traffic Signal	V/C w/Traffic Signal	LOS w/Traffic Signal	ADT w/o Traffic Signal	V/C w/o Traffic Signal	LOS w/o Traffic Signal	ΔV/C	I?
San Elijo Road	Street "E" to Baker Street	34,466	0.862	D	35,014	0.875	**E**	-0.013	N

As shown, the roadway segment of San Elijo Road, between Street "E" and Baker Street would operate at acceptable LOS D with installation of a traffic signal at the intersection of San Elijo Road and Street "E".

Intersection Analysis

All intersections within the project study area would operate at acceptable LOS D or better during both AM and PM peak hours under Near-Term Year 2024 Base conditions, with exception to the following four (4) intersections:

1. *Melrose Drive / San Elijo Road* – LOS E during AM peak hour and LOS F during PM peak hour. Since this intersection would experience particularly high volume at the eastbound through movement during the PM peak hour, maximum green time would be limited under the current signal timing configuration.
2. *Street "E" / San Elijo Road* – LOS F during PM peak hour for the northbound approach. This is due to the high right-turn volume and the extremely high conflicting eastbound through volume.
3. *San Elijo Road (southbound) / Baker Street* – LOS E during AM peak hour. This is primarily due to the westbound left-turn movement which experiences particularly high delay compared to all other movements at this intersection.

9. *Schoolhouse Way / San Elijo Road* – LOS E during AM peak hour. This is primarily due to the high volume of vehicle trips and associated delay for the westbound left-turn movement. Most of these vehicle trips are student drop-off trips at both San Elijo Elementary and Middle Schools.

Similarly, all intersections are projected to operate at LOS D or better during both the AM and PM peak hours under Near-Term Year 2024 Base with Project Conditions, with the exception of the same four (4) intersections, as follows:

1. *Melrose Drive / San Elijo Road* – LOS E during AM peak hour and LOS F during PM peak hour. The Proposed Project is anticipated to increase delay by 3.7 seconds during AM peak hour and 7.0 seconds during the PM peak hour when compared to the 2024 Base conditions.
2. *Street "E" / San Elijo Road* – LOS F during the PM peak hour. The proposed project is anticipated to increase delay by 37.9 seconds during AM peak hour and 75.9 seconds during the PM peak hour when compared to the 2024 Base conditions.
3. S*an Elijo Road (southbound) / Baker Street* – LOS E during AM peak hour. The Proposed Project is anticipated to increase delay by 18.3 during the AM peak hour and 5.2 seconds during the PM peak hour when compared to the 2024 Base conditions.
9. *Schoolhouse Way / San Elijo Road* – LOS E during AM peak hour. The Proposed Project is anticipated to increase delay by 0.9 seconds during AM peak hour and 0.8 seconds during the PM peak hour when compared to the 2024 Base conditions.

Implementation of the Proposed Project would further deteriorate traffic operations and add more than two seconds of delay to three (3) intersections already operating at LOS E or LOS F; the Proposed Project does not cause the delay at the fourth intersection to decrease by more than two seconds. Given the increased delay at three of those intersections, the Proposed Project would cause an inconsistency with Mobility Element – Policy M-1.4 as described below:

1. *Melrose Drive / San Elijo Road* – To achieve consistency with Mobility Element – Policy M-1.4, the traffic signal timing will need to be optimized. Signal optimization will include reoptimizing cycle lengths and/or signal splits to better accommodate future traffic demand along the San Elijo Road corridor. Implementing this will improve intersection vehicle delays to better than pre-project conditions. Signal optimization, or timing adjustment based on traffic demand, will result in intersection capacity, vehicle throughput, and reduction in vehicle delays. It is important to note that if signal optimization is implemented, adjacent intersections within the coordinated system will need to be taken into consideration. Additionally, the north leg of the intersection (Melrose Drive) will have to be restriped to accommodate southbound dual left-turn lanes and a shared through-right lane. A striping plan shall be prepared to the satisfaction of the City Engineer. Upon implementation of signal optimization and restriping of the north leg to accommodate the aforementioned intersection configuration, consistency with Mobility Element – Policy M-1.4 would be achieved. A diagram of the proposed lane configuration changes to the signal can be found in **Figure 5.9**.
2. *Street "E" / San Elijo Road* – To achieve consistency with Mobility Element – Policy M-1.4, a traffic signal will need to be installed as well as a lane reconfiguration at the south leg of the intersection at this location in order to accommodate the high volume of traffic attempting to turn onto San Elijo Road. Upon installation of the traffic signal, consistency with Mobility Element – Policy M-1.4

would be achieved. A diagram of the proposed lane configuration and traffic control device changes to the intersection can be found in **Figure 5.10**.

3. San Elijo Road (southbound) / Baker Street – Achieving consistency with Mobility Element – Policy M-1.4 will require the installation of the traffic signal at Street "E" / San Elijo Road. The installation of the traffic signal at intersection #2 will enable rerouting of traffic from both the Project and the Lomas San Marcos Specific Plan cumulative project to significantly reduce the high westbound left turn volume. Upon installation of the traffic signal consistency with Mobility Element – Policy M-1.4 would be achieved.

Table ES.2 displays intersection LOS and average vehicle delay results under Near-Term Year 2024 Base with Project with Improvement Conditions. LOS calculation worksheets are provided in Appendix G.

Table ES.2 Peak Hour Intersection LOS Results – Near-Term Year 2024 Base with Project with Improvement Conditions

#	Intersection	Control Type	AM Peak Hour		PM Peak Hour		Delay w/o Project (sec) AM/PM	LOS w/o Project AM/PM	Change in Delay (sec) AM/PM
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS			
1	Melrose Drive / San Elijo Road	Signal	45.1	D	53.9	D	60.5 / 119.5	**E** / **F**	-14.6 / -65.6
2	Street "E" / San Elijo Road	Signal	13.9	B	22.6	C	22.6 / 797.1	C / **F**	-8.7 / -774.5
3	San Elijo Road (southbound) / Baker Street	Signal	52.4	D	33.1	C	75.7 / 51.4	**E** / D	-23.3 / -18.3

Notes:
Bold indicates substandard LOS E or F.

As shown in Table ES.2, the proposed improvements will enhance the identified traffic operations to better than pre-project conditions as follows:

1. *Melrose Drive / San Elijo Road* – During the AM peak hour, the delay is projected to be reduced from 63.0 seconds (LOS E) to 45.1 seconds (LOS D), for a total reduction of 17.9 seconds. During the PM peak hour, the delay is projected to be reduced from 89.1 seconds (LOS F) to 41.1 seconds (LOS D), for a total reduction of 48.0 seconds.
2. *Street "E" / San Elijo Road* – During the AM peak hour, the delay is projected to be reduced from 22.6 seconds (LOS C) to 13.9 seconds (LOS B), for a total reduction of 8.7 seconds. During the PM peak hour, the delay is projected to be reduced from 797.1 seconds (LOS F) to 22.6 seconds (LOS C), for a total reduction of 774.5 seconds.
3. *San Elijo Road (southbound) / Baker Street* – During the AM peak hour, the delay is projected to be reduced from 75.7 seconds (LOS E) to 52.4 seconds (LOS D), for a total reduction of 23.3 seconds. During the PM peak hour, the delay is projected to be reduced from 51.4 seconds (LOS D) to 33.1 seconds (LOS C), for a total reduction of 18.3 seconds.

All of the intersections described above are located within the City of San Marcos and the County of San Diego does not have control over improvements located within the jurisdiction of the City of San Marcos.

Further coordination with the City of San Marcos would be required to implement any improvements at that location.

Horizon Year 2035 Conditions

Roadway Segment Analysis

All roadway segments within the project study area currently operate at acceptable LOS D or better under Horizon Year 2035 Base conditions, with exception to the following roadway segment:

- San Elijo Road, east of Schoolhouse Way – LOS F

Similarly, all roadway segments are projected to operate at LOS D or better under Horizon Year 2035 Base with Project conditions, with exception to the same roadway segments, as follows:

- San Elijo Road, east of Schoolhouse Way – LOS F

Although the roadway segment identified above is projected to continue operating at a substandard LOS with the addition of project traffic, the increase in V/C ratio is less than 0.02. Therefore, based upon the standards set forth in the City of San Marcos TIA Guidelines, the Proposed Project study roadway segment would not be associated with inconsistencies with the TIA Guidelines.

Intersection Analysis

The Proposed Project is consistent with the *County of San Diego General Plan*; therefore, intersection analysis was not conducted in the Horizon Year.

ES.4 Site Access

The Proposed Project is located on the south side of San Elijo Road between Fallsview Road and the Loma San Marcos project driveway, near the San Elijo Community within the unincorporated County of San Diego. Project access will be provided via the following two (2) access points:

2. *Street "E" / San Elijo Road* – This access point, named as Street "E", is located at the eastern end of the Questhaven property. It is an existing T-intersection leg (south) that connects to San Elijo Road and currently provides access to the Loma San Marcos Movie Studio. As displayed in **Figure ES.1**, there are currently physical barriers along San Elijo Road that prevent left turn movements out of the existing driveway. This access point is analyzed as a side-street stop-controlled right-in/right-out under Existing, Near Term, and Near Term with Project scenarios. This access point includes one inbound lane and one outbound lane.

10. *Street "D" / San Elijo Road* – This access point, named as Street "D", is located at the western end of the property. It will form a side-street stop-controlled, right-in/right-out T-intersection with San Elijo Road. This access point includes one inbound lane and one outbound lane.

The site is comprised of a number of private internal roads to provide adequate internal circulation and access to the proposed land uses, as well as to connect to the two project driveways in Streets "D" and "E".

Table ES.3 displays intersection LOS and average vehicle delay results for the two Proposed Project access points under Near-Term Year 2024 Base with Project conditions.

Table ES.3 Peak Hour Project Driveway LOS Results

			Near-Term Year 2024 Base with Project			
			AM Peak Hour		PM Peak Hour	
#	Intersection	Control Type	Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
2	Street "E" / San Elijo Road	SSSC	60.5	F	873.4	F
10	Street "D" / San Elijo Road	SSSC	15.6	C	26.8	D

Notes:
SSSC = Side-Street Stop-Controlled. For SSSC, the delay shown is the worst delay experienced by any of the approaches.

As shown in Table ES.3, and discussed above, while the access point at Street "D" will operate at LOS D or better during AM and PM peak hours, the access point at Street "E" will cause an inconsistency with the Mobility Element. In order to maintain consistency with the Mobility Element at this location a traffic signal would have to be installed at this location.

Figure ES.1
Project Driveway Barrier

Table ES.4 displays intersection LOS and average vehicle delay results for the two project access points under Near-Term Year 2024 Base with Project Improvement conditions.

Table ES.4 Peak Hour Project Driveway LOS Results

			Near-Term Year 2024 Base with Project Improvement[1]			
			AM Peak Hour		PM Peak Hour	
#	Intersection	Control Type	Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
2	Street "E" / San Elijo Road	Signal	13.9	B	22.6	C
10	Street "D" / San Elijo Road	SSSC	15.6	C	26.8	D

Notes:
SSSC = Side-Street Stop-Controlled. For SSSC, the delay shown is the worst delay experienced by any of the approaches.
[1] Includes improvement (construction of traffic signal) identified in Section 5.7.2.

As shown in Table ES.4, both access points will operate at LOS D or better during both the AM and PM peak hours in the Near Term 2024 Base with Project Improvement scenario.

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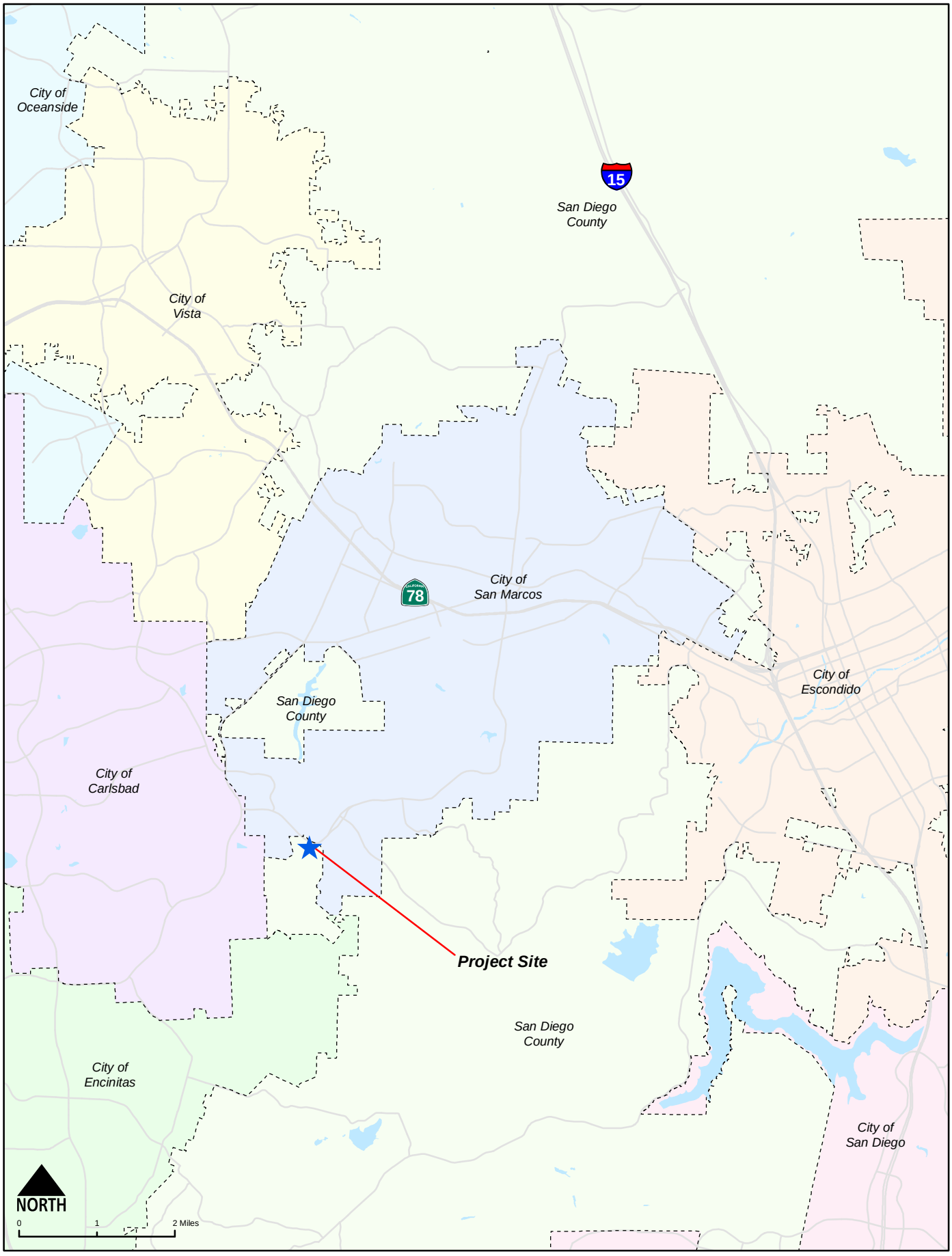
1.0 Introduction

The purpose of this Local Transportation Analysis (LTA) is to identify and document potential transportation related inconsistencies with the *City of San Marcos General Plan Mobility Element* (Mobility Element) or the *City of San Marcos Transportation Impact Analysis Guidelines* (November 2020) associated with the Questhaven Project (Proposed Project), as well as to recommend improvements, as necessary, for any roadway segments and intersections identified to be inconsistent with the Mobility Element.

1.1 Project Background

The Proposed Questhaven Project (Proposed Project) is located on the south side of San Elijo Road between Fallsview Road and the Loma San Marcos Movie Studio project driveway, near the San Elijo Community, within the unincorporated County of San Diego. The Project proposes to construct 76 single-family estate residential dwelling units and a 0.66-acre park within an 89.23-acre lot. 69 of the single-family units will be market rate and 7 will be affordable housing units. **Figure 1.1** displays the Proposed Project regional location.

The project site is undeveloped under existing conditions. San Elijo Road abuts the northern boundary of the property and will provide access via two access points, Street "D" and Street "E", to the Proposed Project. The first access point, named Street "E", is the southern leg of an existing intersection and San Elijo Road intersection and located at the eastern end of the property. This driveway currently provides access to Loma San Marcos Studio. The second access point, named Street "D", is located on the western end of the property off of San Elijo Road. Both access points will operate as side-street stop-controlled intersections and only allow right-in/right-out movements.



Questhaven
Local Transportation Analysis

Figure 1.1
Project Regional Location

1.2 Report Organization

Following this introduction chapter, this report is organized into the following sections:

2.0 *Analysis Methodology* – This chapter describes the methodologies and standards utilized to analyze the roadway segment and intersection traffic conditions.

3.0 *Project Description* – This chapter describes the Proposed Project including project trip generation, trip distribution, trip assignment, and study area.

4.0 *Existing Conditions* – This chapter describes the existing traffic network within the study area and provides analysis results for existing traffic conditions.

5.0 *Near-Term Traffic Conditions* – This chapter describes near-term developments anticipated to generate additional study area trips by year 2024, the Proposed Project opening year. Analysis results are provided for the No-Project (Year 2024 Base) and Year 2024 Base with Project conditions, along with recommended improvements, if necessary.

6.0 *Horizon Year 2035 Traffic Conditions* – This chapter describes projected long-range future cumulative traffic conditions. Analysis results are provided for the No-Project (Year 2035 Base) and Year 2035 Base with Project conditions, along with recommended improvements, if necessary. Note that since this project is consistent with the County's General Plan, no intersection analysis is conducted under this scenario.

7.0 *Site Access, On-Site Circulation, Parking, and Queuing* – This chapter addresses access and internal circulation within the project site, parking provided, and driveway queuing.

8.0 *Pedestrian, Bicycle, and Transit Assessment* – This chapter discusses the Proposed Project site's alternative transportation modes (walking, bicycling, and transit).

2.0 Analysis Methodology

Although the Proposed Project resides within the County of San Diego, all study roadway facilities are located within the Cities of San Marcos and Carlsbad. In coordination with City staff, this LTA was performed in accordance with the City of San Marcos *Transportation Impact Analysis Guidelines* (TIA Guidelines). Detailed information on roadway and intersection analysis methodologies, standards, and thresholds are discussed in the following sections.

2.1 Level of Service Definition

Level of Service (LOS) is a quantitative measure describing operational conditions within a traffic stream, and the motorist's and/or passengers' perception of operations. A LOS definition generally describes these conditions in terms of such factors as delay, speed, travel time, freedom to maneuver, interruptions in traffic flow, queuing, comfort, and convenience. **Table 2.1** describes generalized definitions of the various LOS categories (A through F) as applied to roadway operations.

Table 2.1 LOS Definitions

LOS Category	Definition of Operation
A	This LOS represents a completely free-flow condition, where the operation of vehicles is virtually unaffected by the presence of other vehicles and only constrained by the geometric features of the highway and by driver preferences.
B	This LOS represents a relatively free-flow condition, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.
C	At this LOS the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles.
D	At this LOS, the ability to maneuver is notably restricted due to traffic congestion, and only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	This LOS represents operations at or near capacity. LOS E is an unstable level, with vehicles operating with minimum spacing for maintaining uniform flow. At LOS E, disruptions cannot be dissipated readily thus causing deterioration down to LOS F.
F	At this LOS, forced or breakdown of traffic flow occurs, although operations appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.

Source: Highway Capacity Manual 6th Edition

2.2 Roadway Segment LOS Standards and Thresholds

Roadway segment LOS standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Traffic (ADT) volumes. **Table 2.2** displays roadway segment capacity and LOS standards developed by SANTEC and employed by both for the City of San Marcos and City of Carlsbad. The actual capacity of a roadway facility varies according to its physical attributes.

Table 2.2 Roadway Segment Daily Capacity and LOS Standards

Street Classification	Proposed LOS/ADT Thresholds				
	A	B	C	D	E
Expressway (6-lane)	< 30,000	< 42,000	< 60,000	**< 70,000**	< 80,000
Prime Arterial (6-lane)	< 25,000	< 35,000	< 50,000	**< 55,000**	< 60,000
Major Arterial (6-lane, divided)	< 20,000	< 28,000	< 40,000	**< 45,000**	< 50,000
Major Arterial (4-lane, divided)	< 15,000	< 21,000	< 30,000	**< 35,000**	< 40,000
Major Arterial (3-lane, one-way)	< 12,500	< 16,500	< 22,500	**< 25,000**	< 27,500
Major Arterial (2-lane, one-way)	<10,000	<13,000	<17,500	**<20,000**	<22,500
Secondary Arterial / Collector (4-lane w/ center lane)	< 10,000	< 14,000	< 20,000	**< 25,000**	< 30,000
Collector (4-lane w/o center lane)	< 5,000	< 7,000	< 10,000	**< 13,000**	< 15,000
Collector (2-lane w/ continuous left-turn lane)	< 5,000	< 7,000	< 10,000	**< 13,000**	< 15,000
Collector (2-lane no fronting property)	< 4,000	< 5,500	< 7,500	**< 9,000**	< 10,000
Collector (2-lane w/ commercial fronting)	< 2,500	< 3,500	< 5,000	**< 6,500**	< 8,000
Collector (2-lane w/ multi-family)	< 2,500	< 3,500	< 5,000	**< 6,500**	< 8,000
Collector (3-lane, one-way)	< 11,000	< 14,000	< 19,000	**< 22,500**	< 26,000
Collector (2-lane, one-way)	< 7,500	< 9,500	< 12,500	**< 15,000**	< 17,500
Collector (1-lane, one-way)	< 2,500	< 3,500	< 5,000	**< 6,500**	< 7,500
Sub-Collector (2-lane single family)	-	-	**< 2,200**	-	-

Source: City of San Marcos Transportation Impact Analysis Guidelines (November 2020)

Note:
Bold numbers indicate the ADT thresholds for acceptable LOS.

These standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual capacity of a roadway varies according to its physical attributes. Typically, the performance and LOS of a roadway segment is heavily influenced by the ability of its intersections to accommodate peak hour traffic volumes. For the purposes of this traffic analysis, LOS D or better is considered acceptable for circulation element roadway segments.

2.3 Peak Hour Intersection LOS Standards and Thresholds

This section presents the methodologies used to perform peak hour intersection capacity analysis for signalized intersections and unsignalized intersections. The following assumptions were utilized in conducting all intersection LOS analysis:

- *Peak Hour Factor*: Based on existing peak hour counts and applied to existing and near-term conditions.
- *Signal Timing*: Based on existing signal timing plans (as of April 2020), provided in **Appendix A**.

2.3.1 Signalized Intersection Analysis

The analysis of signalized intersections utilized the operational analysis procedure as outlined in the Highway Capacity Manual (HCM) 6th Edition signalized intersection analysis methodology. This method defines LOS in terms of delay, or more specifically, average stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time. This technique uses 1,900 vehicles per hour per lane (VPHPL) as the maximum saturation volume of an intersection. This saturation volume is adjusted to account for lane width, on-street parking, pedestrians, traffic composition (i.e., percentage trucks) and shared lane movements (i.e. through and right-turn movements originating

from the same lane). The LOS criteria used for the analysis of signalized intersections are described in **Table 2.3**, identifying the thresholds of control delays and the associated LOS. The computerized analysis of intersection operations was performed utilizing the Synchro Version 10 traffic analysis software by Trafficware Ltd.

Table 2.3 Signalized Intersection LOS Operational Analysis

Average Stopped Delay Per Vehicle	LOS Characteristics
≤10	*LOS A* describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
>10 – 20	*LOS B* describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
>20 – 35	*LOS C* describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
>35 – 55	*LOS D* describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
>55 – 80	*LOS E* is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>80	*LOS F* describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

Source: Highway Capacity Manual 6th Edition

2.3.2 Unsignalized Intersection Analysis

Unsignalized intersections, including side street and all way stop controlled intersections, were analyzed using the Highway Capacity Manual 6th Edition unsignalized intersection analysis methodology. The Synchro Version 10 traffic analysis software supports this methodology and was utilized to produce LOS results. The LOS for a side street stop controlled (SSSC) intersection is determined by the computed control delay and is defined for each minor movement. **Table 2.4** summarizes the LOS criteria for unsignalized intersections.

Table 2.4 LOS Criteria for Stop-Controlled Unsignalized Intersections

Average Stopped Delay Per Vehicle (sec/veh)	LOS
<10	A
>10 to <15	B
>15 to <25	C
>25 to <35	D
>35 to <50	E
>50	F

Source: Highway Capacity Manual 6th Edition

2.4 Determination of Study Area

The TIA Guidelines require that the project study area includes, at a minimum, the following facilities:

- Project driveways
- Signalized and unsignalized intersections along and adjacent to the project site.
- Any classified (non-residential) roadway segments that are linked to intersections that are being studied.

The study area should also include any other roadway segments and intersections necessary as determined by City staff.

2.5 Determination of Inconsistencies with Mobility Element

This section outlines the Mobility Element Policies that are relevant to the Proposed Project. In general, an inconsistency with the Mobility Element would be identified when the addition of project traffic results in level of service that deviates from the following policy:

- Policy M-1.4: LOS D or better for Vehicles as a prioritized mode – Generally provides facilities that have minimum vehicle congestion during peak periods. Most motorists are delayed less than 55 seconds at a signal (or less than one signalized cycle).

In general, an inconsistency would be identified when the addition of project traffic results in a LOS dropping from LOS D or better to substandard LOS E or F. The TIA Guidelines provide the following thresholds for determination of project-related inconsistencies on study area facilities:

- Implementation of the Proposed Project triggers a roadway segment operating at acceptable LOS to operate at substandard LOS and increases the volume/capacity (V/C) ratio by more than 0.02.
- Implementation of the Proposed Project increases the V/C ratio for a study roadway segment that is already operating at substandard LOS by more than 0.02.
- Implementation of the Proposed Project triggers an intersection operating at acceptable LOS to operate at substandard LOS and increases the delay by more than 2.0 seconds.
- Implementation of the Proposed Project increases the delay for a study intersection that is already operating substandard LOS by more than 2.0 seconds.

3.0 Project Traffic

This section describes the Proposed Project and estimated project trip generation, trip distribution, and trip assignment.

3.1 Project Description

The Proposed Questhaven Project is located on the south side of San Elijo Road between Fallsview Road and the Loma San Marcos project driveway, near the San Elijo Community, within the unincorporated County of San Diego. The Project proposes to construct 76 single-family estate residential dwelling units and a 0.66-acre park within an 89.23-acre lot. 69 of the single-family units will be market rate units and seven (7) will be affordable housing units. **Figure 3.1** illustrates the Proposed Project site plan.

3.2 Project Trip Generation, Distribution, and Assignment

3.2.1 Project Trip Generation

Trip generation rates for the Proposed Project are derived from the SANDAG's *(not so) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region* (April 2002). The project site is currently undeveloped; therefore, no existing trips were credited towards the project's net vehicle trip generation. **Table 3.1** displays the projected daily, as well as AM and PM peak hour, project trip generation.

Table 3.1 Project Trip Generation

				AM Peak Hour					PM Peak Hour				
Land Use	Units	Trip Rate	ADT	%	Trips	Split	In	Out	%	Trips	Split	In	Out
Residential - Estate	76 DU	12 / DU	912	8%	73	3:7	22	51	10%	92	7:3	64	28
Park – Neighborhood / County	0.30 acres	5 / acre	2	4%	1	5:5	1	0	8%	1	5:5	1	0
Total			**914**	**-**	**74**	**-**	**23**	**51**	**-**	**93**	**-**	**65**	**28**

Source: SANDAG (not so) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002

Note:
DU = Dwelling Unit.

As shown in Table 3.1, the Proposed Project would generate a total of 914 daily trips, including 74 trips (23-in / 51-out) during the AM peak hour and 93 trips (65-in / 28-out) during the PM peak hour.

3.2.2 Project Trip Distribution

The project trip distribution was manually developed based upon project land uses, location, proximity to freeway access points, and corresponding land uses in the vicinity of the project site. **Figure 3.2** displays the trip distribution patterns associated with the Proposed Project under existing conditions.

3.2.3 Project Trip Assignment

Based upon the project trip generation and distribution under existing conditions, AM/PM peak hour project trips were assigned to the adjacent roadway network, as displayed in **Figure 3.3**.

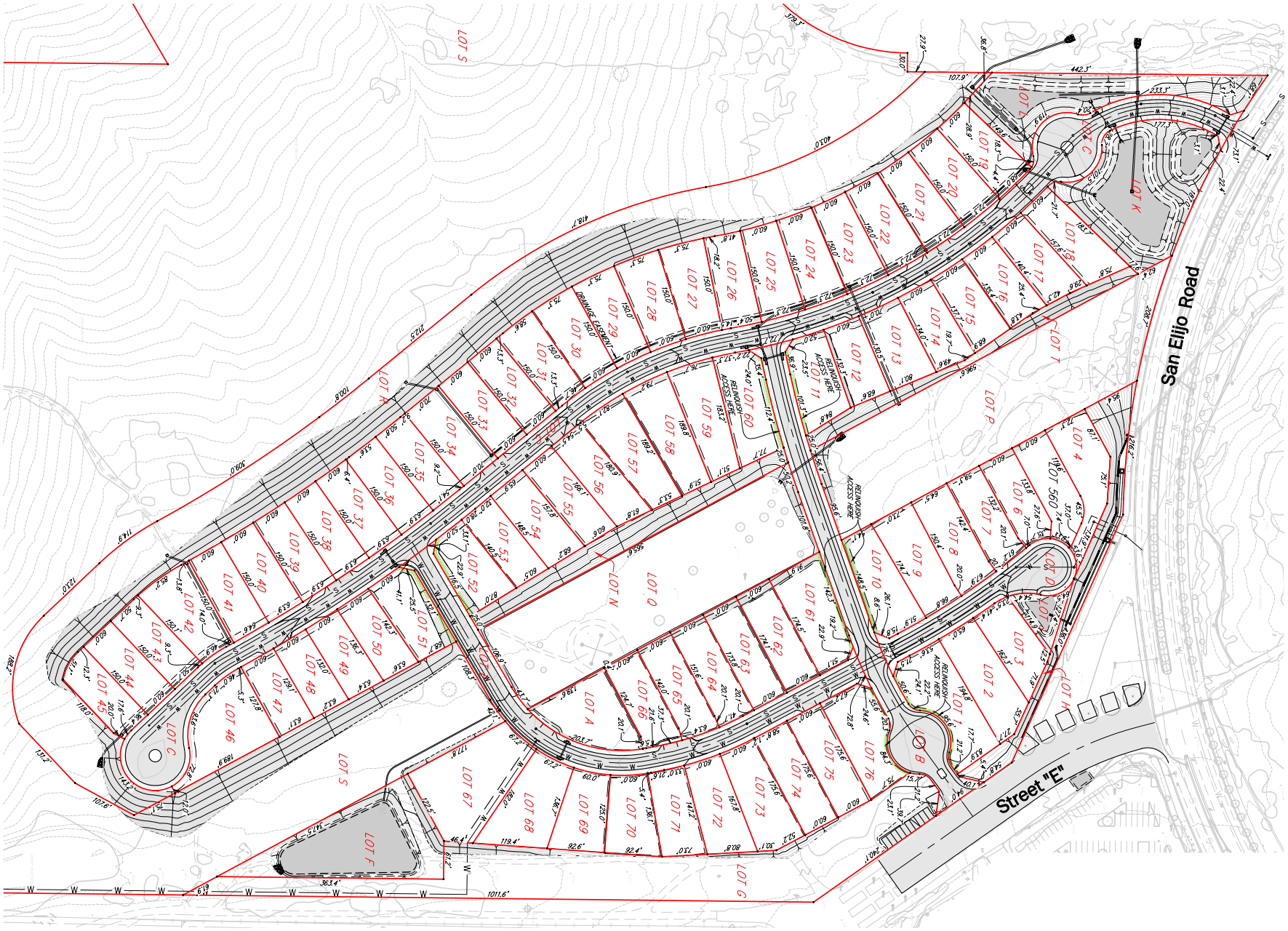


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Figure 3.1

Proposed Project Site Plan

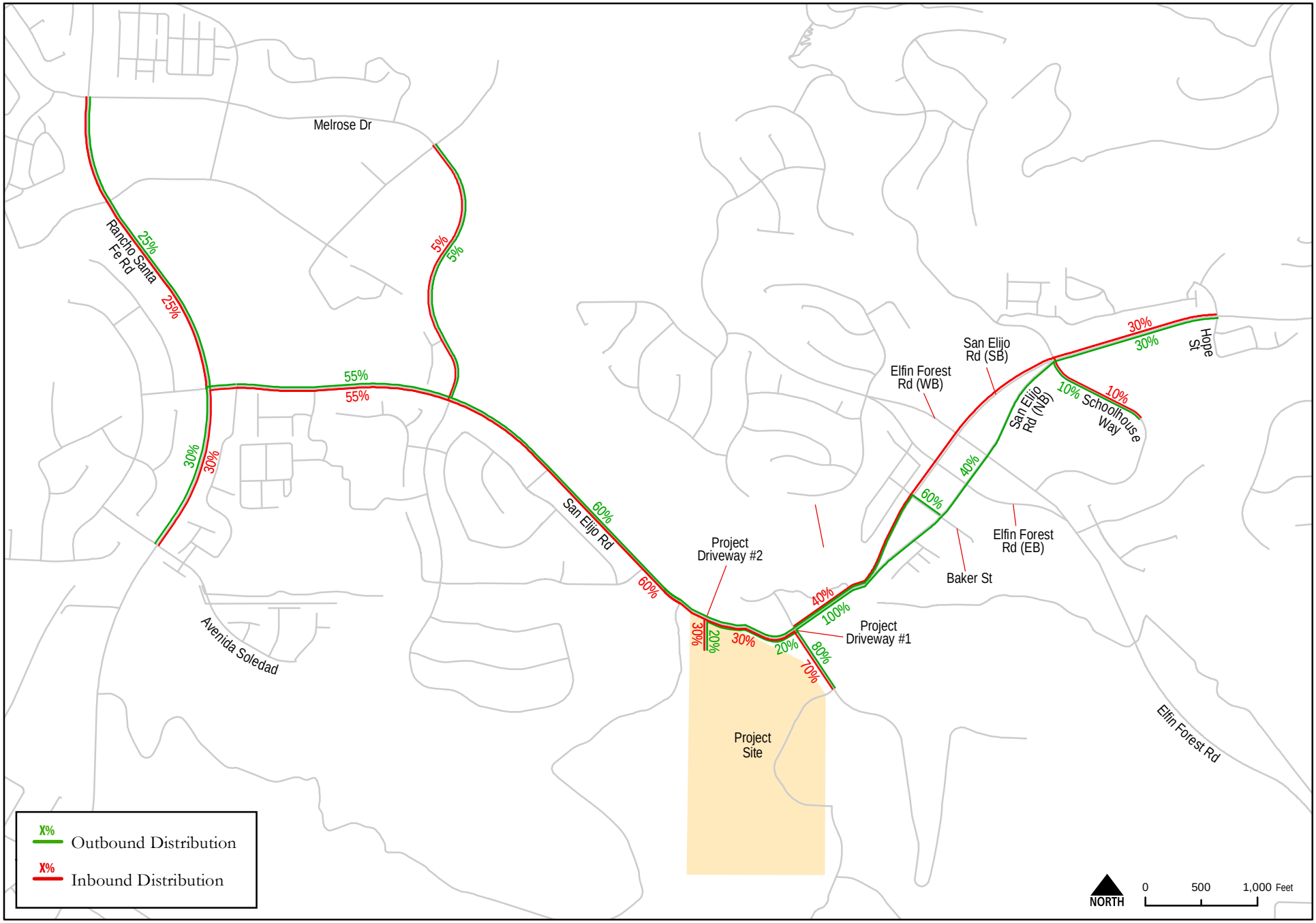

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Figure 3.2
Project Trip Distribution

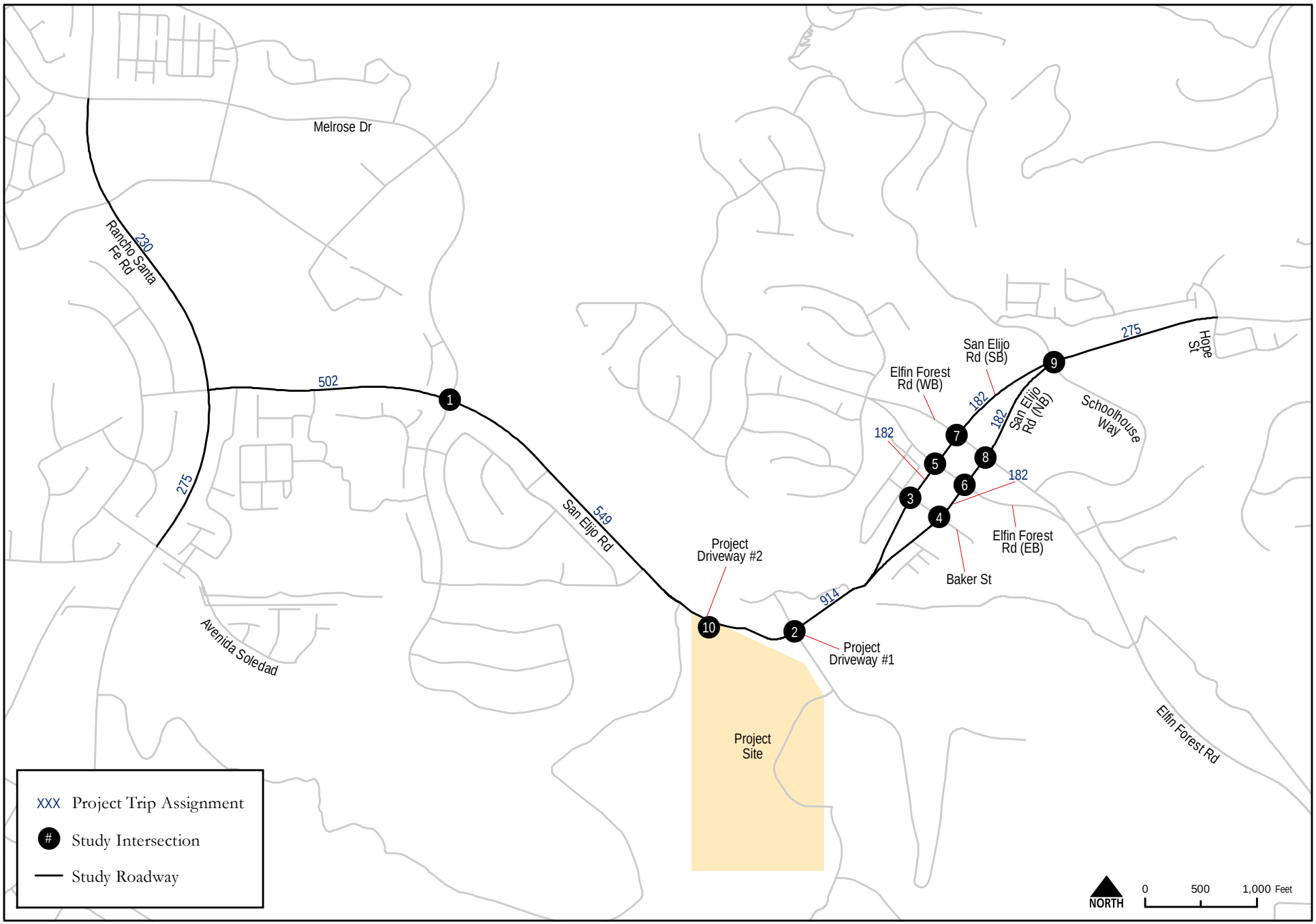

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Figure 3.3

Project Trip Assignment

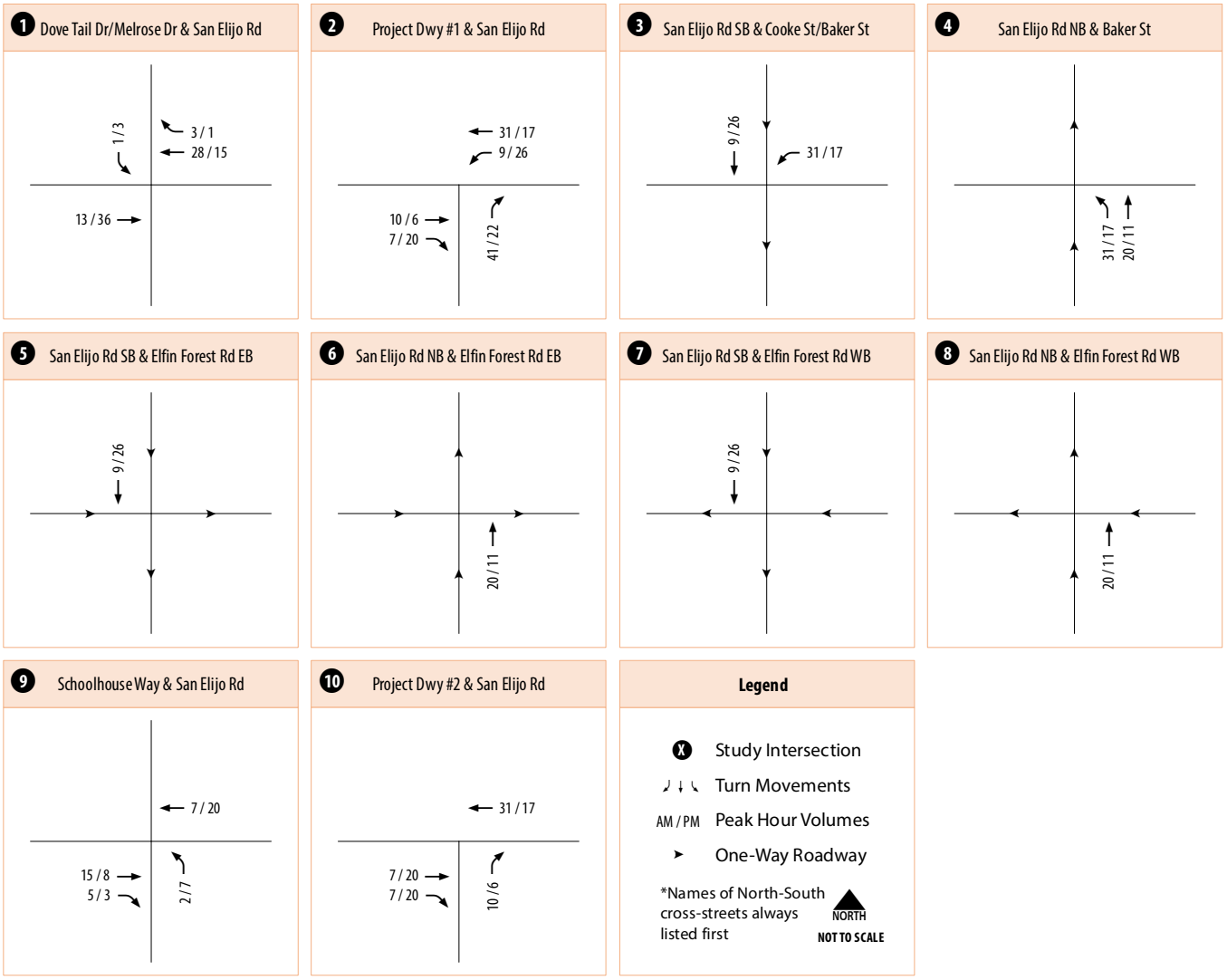

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Figure 3.3
Project Trip Assignment

3.3 Project Study Area

Based on the criteria previously outlines in Section 2.4 and the project trips assignment shown in Figure 3.3, the following ten (10) roadway segments and ten (10) intersections are analyzed in the study:

Roadway Segments – City of Carlsbad

1. Rancho Santa Fe Road, between Melrose Drive and San Elijo Road
2. Rancho Santa Fe Road, between San Elijo Road and Avenida Soledad

Roadway Segments – City of San Marcos

3. San Elijo Road, between Rancho Santa Fe and Melrose Drive
4. San Elijo Road, between Melrose Drive and Street "E" (Existing)
5. San Elijo Road, between Street "E" (Existing) and Baker Street
6. San Elijo Road (southbound one-way), between Baker Street and Elfin Forest Road
7. San Elijo Road (southbound one-way), between Elfin Forest Road and Schoolhouse Way
8. San Elijo Road (northbound one-way), between Baker Street and Elfin Forest Road
9. San Elijo Road (northbound one-way), between Elfin Forest Road and Schoolhouse Way
10. San Elijo Road, between Schoolhouse Way and Hope Street

Intersections – City of San Marcos

1. Melrose Drive / San Elijo Road (Signal)
2. Street "E" / San Elijo Road (SSSC)[1]
3. San Elijo Road (southbound) / Baker Street (Signal)
4. San Elijo Road (northbound) / Baker Street (Signal)
5. San Elijo Road (southbound) / Elfin Forest Road (eastbound) (Signal)
6. San Elijo Road (northbound) / Elfin Forest Road (eastbound) (Signal)
7. San Elijo Road (southbound) / Elfin Forest Road (westbound) (Signal)
8. San Elijo Road (northbound) / Elfin Forest Road (westbound) (Signal)
9. Schoolhouse Way / San Elijo Road (Signal)
10. Street "D" / San Elijo Road (SSSC)[1]

SSSC = Side-Street Stop-Controlled.
[1]Intersection provides project access and does not exist; therefore, it is only analyzed under "With Project" scenarios.

Additionally, it is not anticipated that the Proposed Project would contribute 50 or more peak hour trips in either direction on State Route 78 (SR-78). Similarly, the Proposed Project would not add 20 or more peak hour trips to SR-78 on/off-ramps. Therefore, freeway and ramp analyses were not conducted. **Figure 3.4** illustrates the project study area.

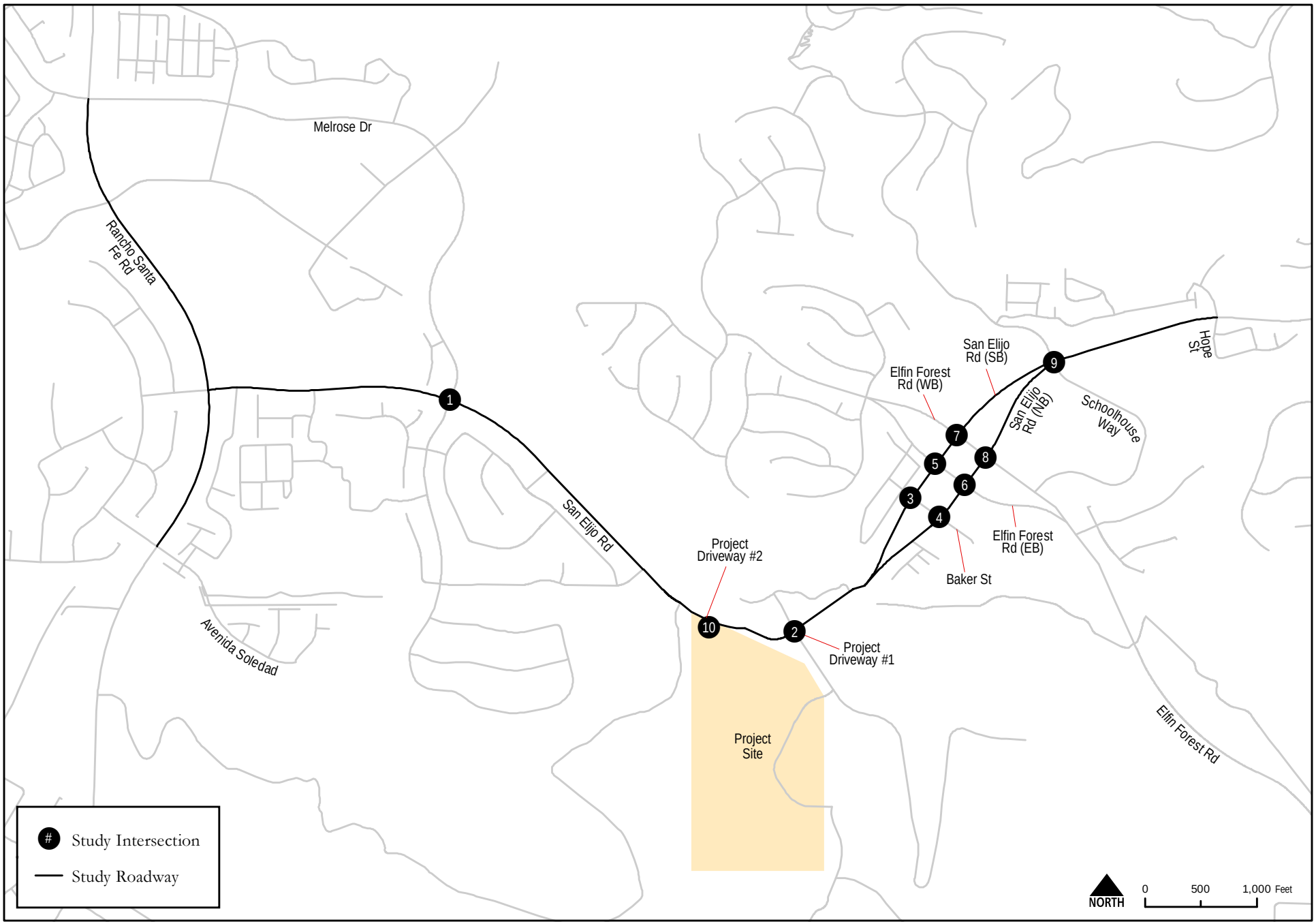

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Figure 3.4
Project Study Area

4.0 Existing Conditions

This section describes study roadway segments, study intersections, and daily roadway and peak hour intersection traffic volume information. Additionally, this section provides an analysis of Existing conditions.

4.1 Existing Roadway Network

Several regional and locally significant roadways traverse the study area. Those roadway characteristics are described below.

Rancho Santa Fe Road – Within the project study area, Rancho Santa Fe Road is a six-lane roadway with a raised median between Melrose Drive and Avenida Soledad. The posted speed limit is 55 miles per hour. Sidewalks and Class II bicycle lanes are present along both sides of the roadway. On-street parking is prohibited. North County Transit District (NCTD) Bus Route #304 is serviced along the corridor. According to the *City of Carlsbad General Plan Mobility Element*, Rancho Santa Fe Road is classified as an Arterial Street.

San Elijo Road – Within the project study area, San Elijo Road is a four-lane roadway with a raised median between Rancho Santa Fe Road and 690 feet south of Baker Street. San Elijo Road splits into two two-lane one-way roadways 690 feet south of Baker Street and converges back into a four-lane roadway with a raised median at Schoolhouse Way. The posted speed limit is 45 miles per hour between Rancho San Fe Road and 690 feet south of Baker Street, 25 miles per hour between 690 feet south of Baker Street and Elfin Forest Road (westbound), and 35 miles per hour between Elfin Forest Road (westbound) and Hope Street. Sidewalks are present along both sides of the roadway, with exception to a dirt path approximately 1,940 feet in length between Fallsview Road and Boundary Lane. Class II bicycle facilities are present along both sides of the roadway. On-street parallel parking is allowed between Boundary Lane and Schoolhouse way. According to the *City of San Marcos General Plan Mobility Element*, San Elijo Road is classified as a 4-lane Major Road.

Table 4.1 provides a summary of the roadway characteristics for roadways that traverse the study area.

Table 4.1 Existing Roadway Characteristics

Roadway	From	To	Number of Lanes	Median Type	Sidewalk?	Bike lanes?	Transit Route	Posted Speed Limit
Rancho Santa Fe Road	Melrose Drive	Avenida Soledad	3 NB / 3 SB	Raised	Both Sides	Class II	304	55
San Elijo Road	Ranch Santa Fe Road	Fallsview Road	2 EB / 2 WB	Raised	Both Sides	Class II	None	45
San Elijo Road	Fallsview Road	Boundary Lane	2 EB / 2 WB	Raised	North Side Only	Class II	None	45
San Elijo Road	Boundary Lane	Elfin Forest Road (westbound)	2 EB One-Way / 2 WB One-Way	None	Both Sides	Class II	None	25
San Elijo Road	Elfin Forest Road (westbound	Schoolhouse Way	2 EB One-Way / 2 WB One-Way	None	Both Sides	Class II	None	35
San Elijo Road	Schoolhouse Way	Hope Street	EB / 2 WB	Raised	Both Sides	Class II	None	35

As documented in Section 3.3, 11 intersections are included as part of the study area. **Figure 4.1** displays the existing roadway functional classifications and intersection geometrics.

4.2 Existing Roadway and Intersection Volumes

Figure 4.2 shows both existing daily traffic volumes for study area roadway segments and the AM/PM peak hour turning movements for the study intersections. The study area intersection traffic counts were conducted in December 2019 by Elite Traffic Dynamics, LLC. Traffic counts are provided in **Appendix B**.

4.3 Existing Traffic Conditions

LOS analyses under Existing conditions were conducted using the methodologies described in Chapter 2.0. Roadway segment and intersection LOS analysis results are discussed below.

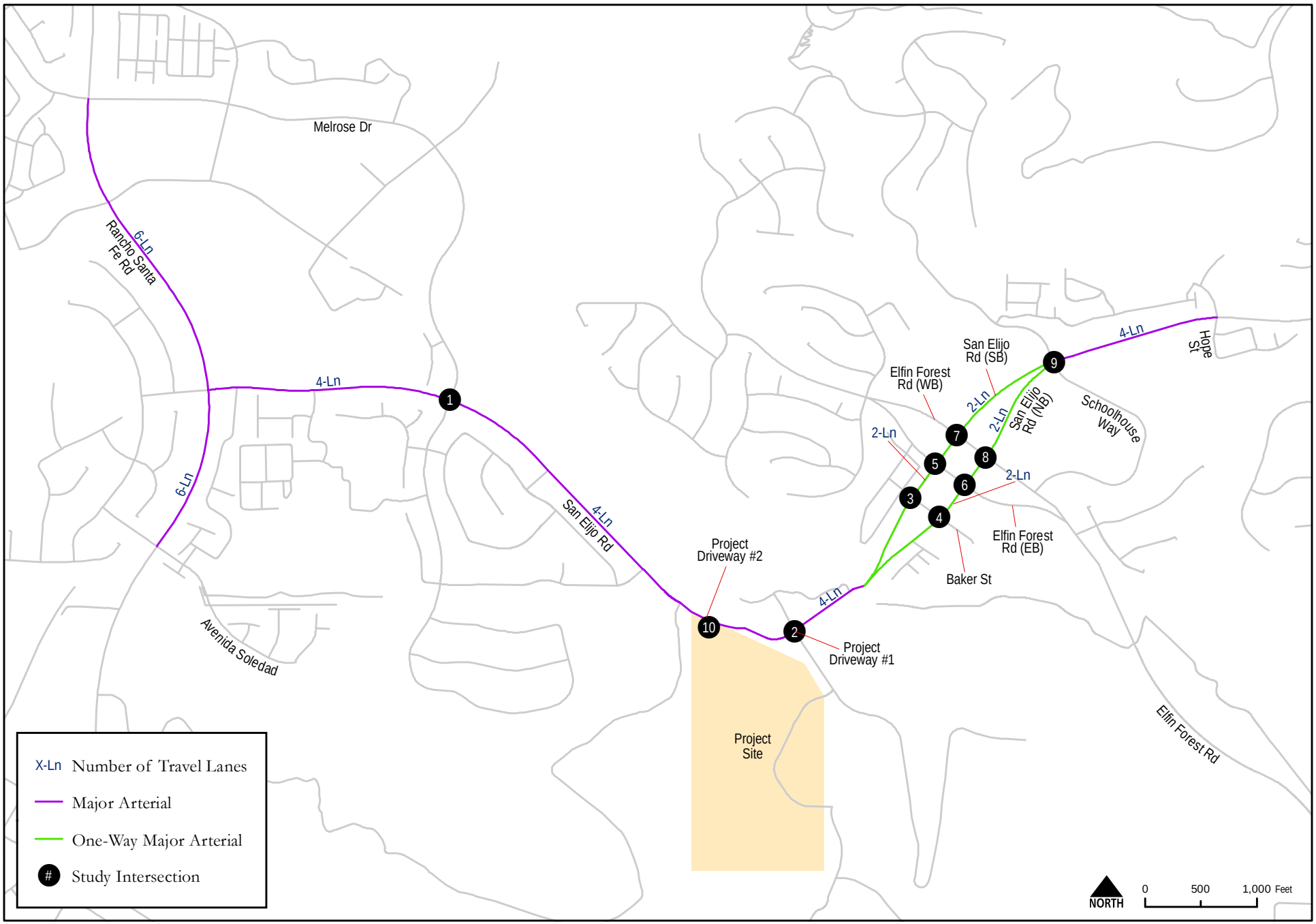

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Figure 4.1

Roadway and Intersection Geometrics

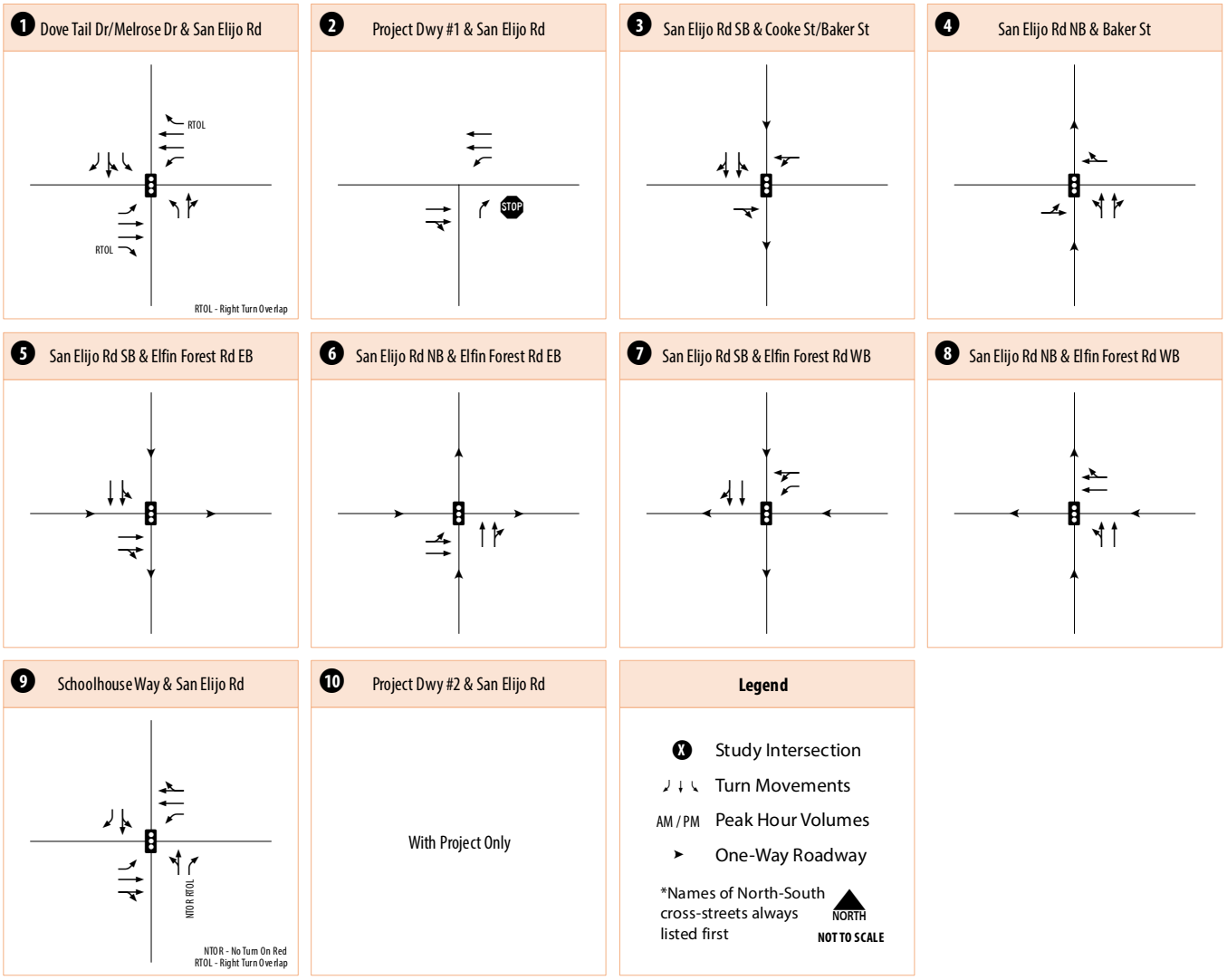

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Figure 4.1
Roadway and Intersection Geometrics - Existing Conditions

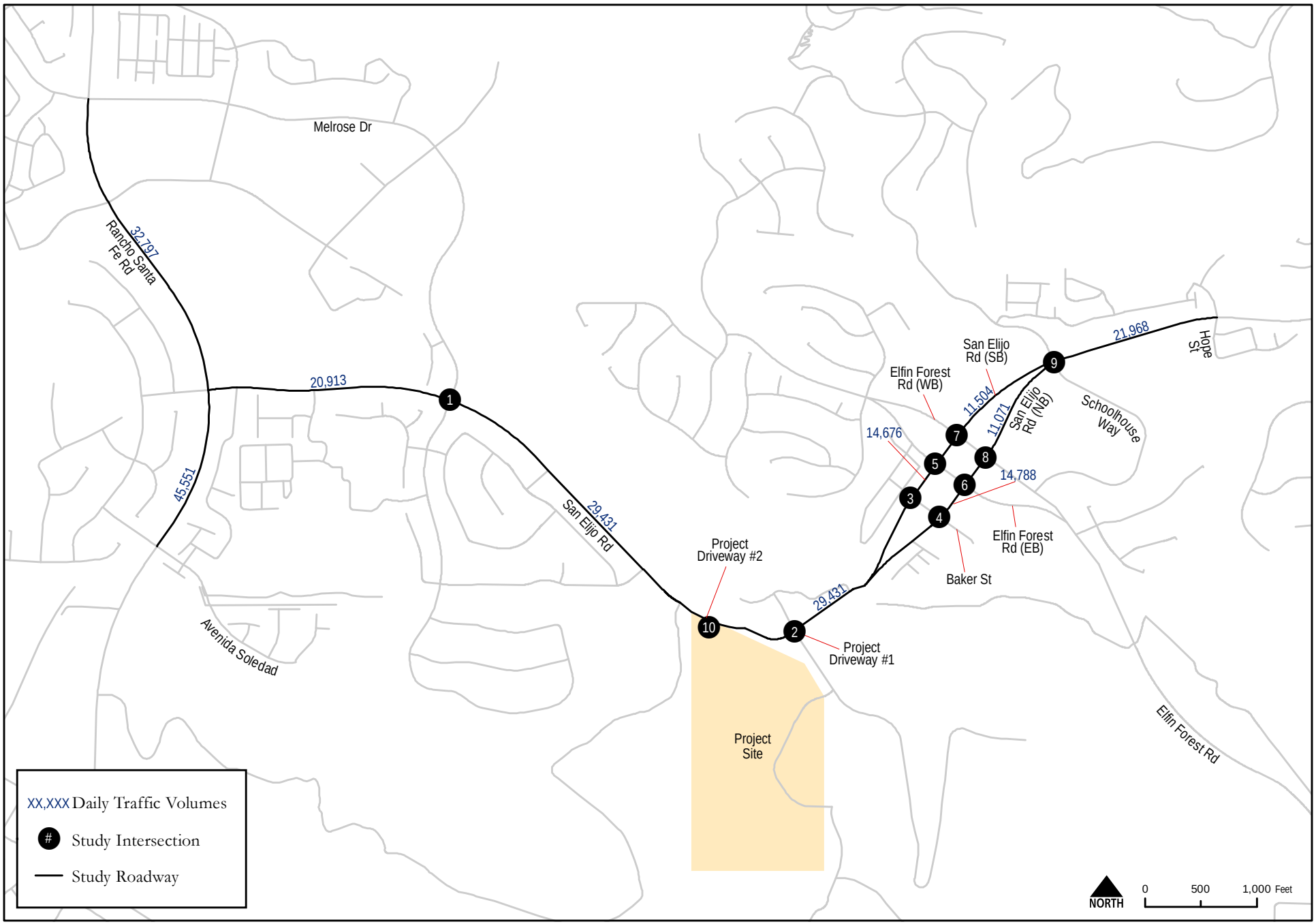

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Figure 4.2

Traffic Volumes - Existing Conditions

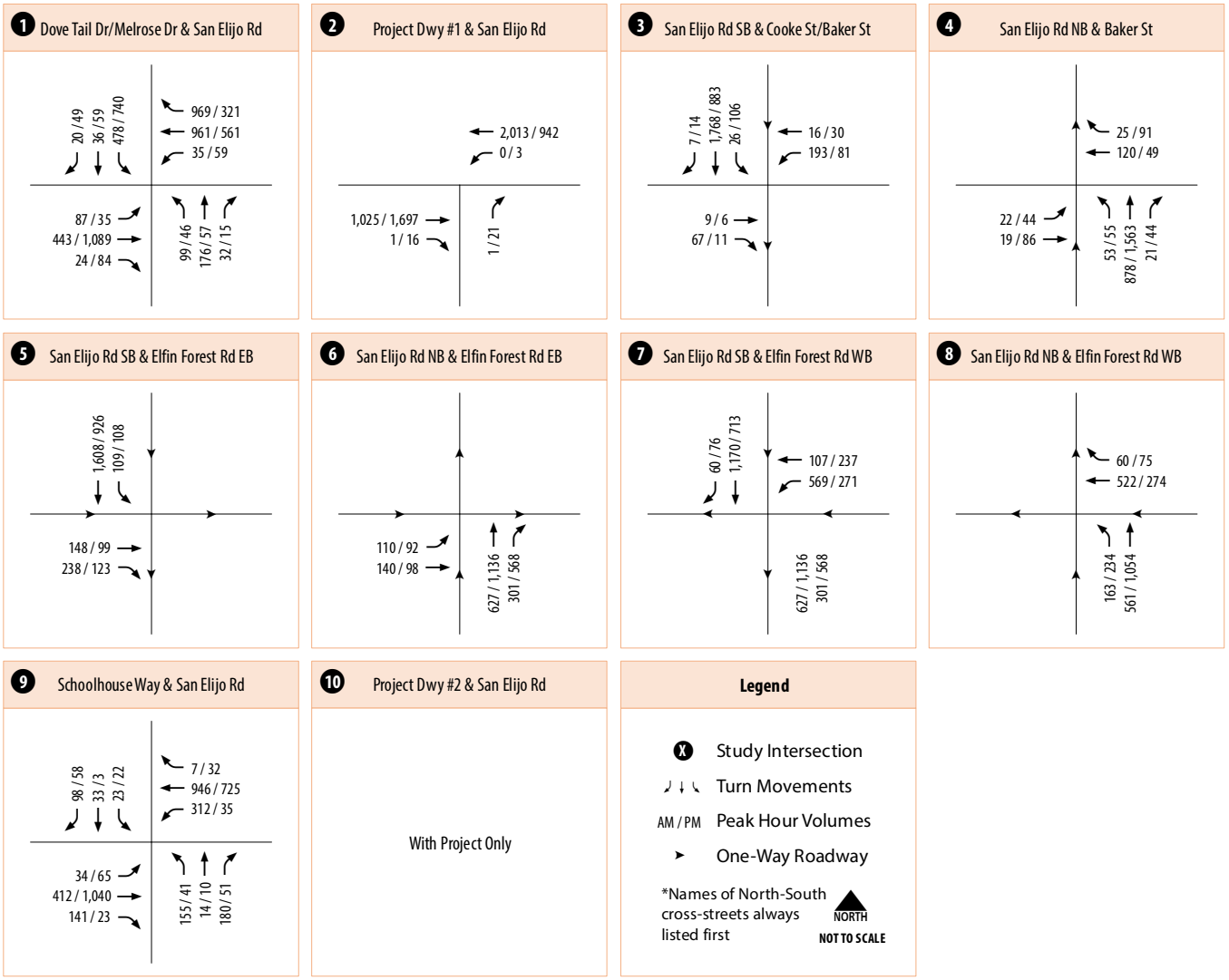

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Figure 4.2
Traffic Volumes - Existing Conditions

4.3.1 Roadway Segment Analysis

Table 4.2 displays roadway segment LOS and analysis results for study roadway segments under Existing conditions.

Table 4.2 Roadway Segment LOS Results – Existing Conditions

Roadway	Segment	Functional Classification	Daily Volume	LOS Threshold (LOS E)	V/C	LOS
Rancho Santa Fe Road	Melrose Drive to San Elijo Road	6-Lane Prime Arterial	32,797	60,000	0.547	B
Rancho Santa Fe Road	San Elijo Road to Avenida Soledad	6-Lane Prime Arterial	45,551	60,000	0.759	C
San Elijo Road	Rancho Santa Fe Road to Melrose Drive	4-Lane Major Arterial	20,913	40,000	0.523	B
San Elijo Road	Melrose Drive to Street "E"	4-Lane Major Arterial	29,431	40,000	0.736	C
San Elijo Road	Street "E" to Baker Street	4-Lane Major Arterial	29,431	40,000	0.736	C
San Elijo Road (SB)	Baker Street to Elfin Forest Road	2-Lane Major Arterial (One-Way)	14,676	22,500	0.652	C
San Elijo Road (SB)	Elfin Forest Road to Schoolhouse Way	2-Lane Major Arterial (One-Way)	11,504	22,500	0.511	B
San Elijo Road (NB)	Baker Street to Elfin Forest Road	2-Lane Major Arterial (One-Way)	14,788	22,500	0.657	C
San Elijo Road (NB)	Elfin Forest Road to Schoolhouse Way	2-Lane Major Arterial (One-Way)	11,071	22,500	0.492	B
San Elijo Road	East of Schoolhouse Way	4-Lane Major Arterial	21,968	40,000	0.549	C

Notes:
V/C = Volume / Capacity.

As shown in Table 4.2, all study roadway segments currently operate at acceptable LOS C or better under Existing conditions.

4.3.2 Intersection Analysis

Table 4.3 displays intersection LOS and average vehicle delay results for the study area intersections under Existing conditions. LOS calculation worksheets for Existing conditions are provided in **Appendix C**.

Table 4.3 Peak Hour Intersection LOS Results – Existing Conditions

#	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
1	Melrose Drive / San Elijo Road	Signal	47.5	D	44.3	D
2	Street "E" / San Elijo Road	SSSC	14.3	B	19.9	C
3	San Elijo Road (southbound) / Baker Street	Signal	57.7	**E**	32.1	C
4	San Elijo Road (northbound) / Baker Street	Signal	13.6	B	16.3	B
5	San Elijo Road (southbound) / Elfin Forest Road (eastbound)	Signal	45.4	D	31.9	C
6	San Elijo Road (northbound) / Elfin Forest Road (eastbound)	Signal	15.0	B	14.6	B
7	San Elijo Road (southbound) / Elfin Forest Road (westbound)	Signal	27.7	C	28.9	C
8	San Elijo Road (northbound) / Elfin Forest Road (westbound)	Signal	30.2	C	32.7	C
9	Schoolhouse Way / San Elijo Road	Signal	68.0	**E**	26.9	C

Notes:
SSSC = Side-Street Stop-Controlled. For SSSC, the delay shown is the worst delay experienced by any of the approaches.
Bold indicates substandard LOS E or F.

As shown in Table 4.3, all study area intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours under Existing conditions, with the exception to the following two (2) intersections:

3. *San Elijo Road (southbound) / Baker Street* – LOS E during the AM peak hour. This is primarily due to the westbound left-turn movement which experiences particularly high delay compared to all other movements at this intersection.

9. *Schoolhouse Way / San Elijo Road* – LOS E during the AM peak hour. This is primarily due to the high volume of vehicle trips and associated delay for the westbound left-turn movement. Most of these vehicle trips are student drop-off trips at both San Elijo Elementary and Middle Schools.

5.0 Near-Term Year Traffic Conditions

This section provides an analysis of Near-Term Base conditions both with and without the Proposed Project. The scenarios analyzed in this section include:

- Near-Term Year 2024 Base
- Near-Term Year 2024 Base with Project

5.1 Cumulative Project Traffic

The following eight (8) projects were identified by City of San Marcos staff as cumulative projects, since they are anticipated to contribute traffic within the project study area by the Proposed Project's opening year:

1. Corner @ 2 Oaks – This project is located at the southwest corner of Twins Oaks Valley Road and San Marcos Boulevard intersection. This project proposes to construct a 13,499 square foot building for office and commercial use as well as 118 multi-family dwelling units.
2. Kaiser Permanente – This project is located at 400 Craven Road. This project proposes to construct a 428,500 square foot building for medical office space and accommodate 206 hospital beds. This project would be an extension of the already existing Kaiser Permanente located at same location.
3. Brookfield Residential (multi-family) – This project is located at the southwest corner of Twin Oaks Valley Road and South Village Drive. This project proposes to develop 220 multi-family dwelling units.
4. Fenton South (Discovery Village South) – This project is located at future extension of Discovery Street. This project proposes to develop 230 single family dwelling units.
5. Mesa Rim Climbing Gym – This project is located at 285 Industrial Street. This project proposes to construct 28,000 square foot building for indoor recreation climbing gym.
6. Artis Senior Living – This project is located at the northeast corner of Rancho Santa Fe Road and San Elijo Road intersection. This project proposes to construct a congregate care facility accommodating 64 beds.
7. Block 3 Housing – This project is located at the northeast corner of June Way and Barham Drive intersection. This project proposes to develop a student housing facility accommodating 342 beds.
8. Loma San Marcos Specific Plan Phase 2 – This project is located on San Elijo Road. This project proposes to construct 213,621 SF of Movie Production space and a 6-story office building measuring 120,000 SF.

The traffic generated from the projects listed above was included in the Near-Term Year 2024 Base scenario.

Figure 5.1 displays the location of the cumulative projects identified above.

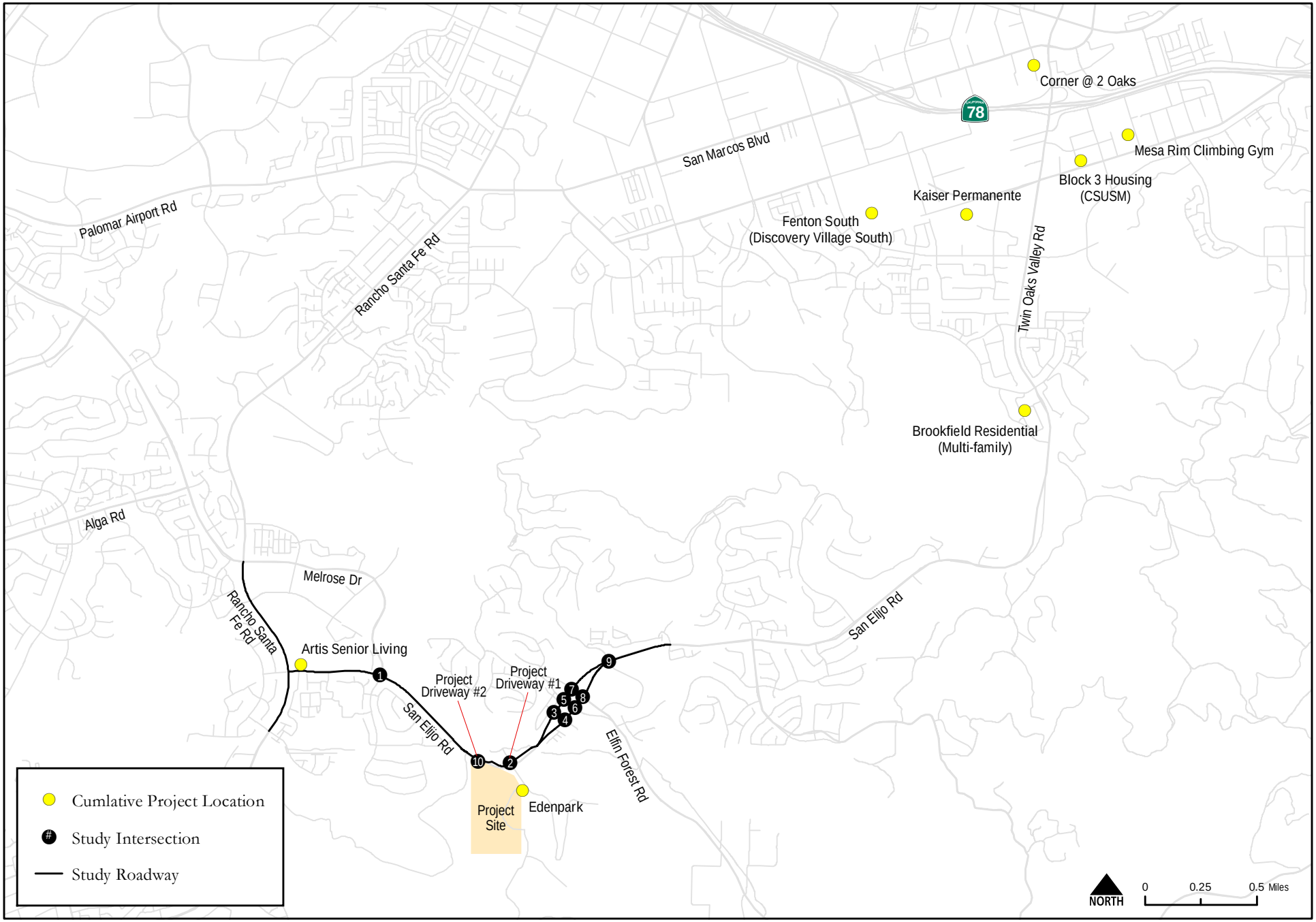

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Figure 5.1

Cumulative Project Location

5.2 Cumulative Projects Trip Generation

Table 5.1 displays the projected trip generation for the cumulative projects described above. The trip generation assumptions were developed using trip generation rates outlined in SANDAG's *(not so) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) and *ITE Trip Generation Manual 11th Edition*. Trip distribution patterns and trip assignments were manually derived based on the geographical location of the cumulative project, the characteristics of the proposed land uses, and the nearest freeway facilities. Relevant excerpts from the source of information regarding the cumulative projects are provided in **Appendix D**.

Table 5.1 Cumulative Project Trip Generation

Cumulative Project	Land Use	Daily Trips	AM Peak Hour (In / Out)	PM Peak Hour (In / Out)
Corner @ 2 Oaks	Office / Retail / Multi-family Residential	1,762	118 (47-in / 71-out)	176 (102-in / 74-out)
Kaiser Permanente	Hospital	4,120	330 (231-in / 99-out)	412 (165-in / 247-out)
Brookfield Residential	Multi-family Residential	1,760	141 (28-in / 113-out)	176 (123-in / 53-out)
Fenton South	Single-family Residential	2,300	184 (55-in / 129-out)	230 (161-in / 69-out)
Mesa Rim Climbing Gym[1]	Recreation	460	40 (13-in / 27-out)	46 (26-in / 20-out)
Artis Senior Living	Congregate Care Facility	160	7 (4-in / 3-out)	13 (7-in / 6-out)
Block 3 Housing	Student Housing	1,221	52 (20-in / 32-out)	96 (48-in / 48-out)
Loma San Marcos Phase 2	Movie Production / Office Space	3,747	454 (410-in / 44-out)	491 (98-in / 393-out)
Cumulative Total		**15,558**	**1,370 (836-in / 534-out)**	**1,589 (700-in / 889-out)**

Source: SANDAG (not so) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002

Note:
[1]Trip Generation obtained from *ITE Trip Generation Manual 11th Edition.*

As shown, the cumulative projects are anticipated to generate 15,558 daily trips, including 1,370 trips during the AM peak hour and 1,589 trips during the PM peak hour that will be dispersed throughout the San Elijo community and beyond the Proposed Project's study area.

Figure 5.2 displays the cumulative projects trip assignment.

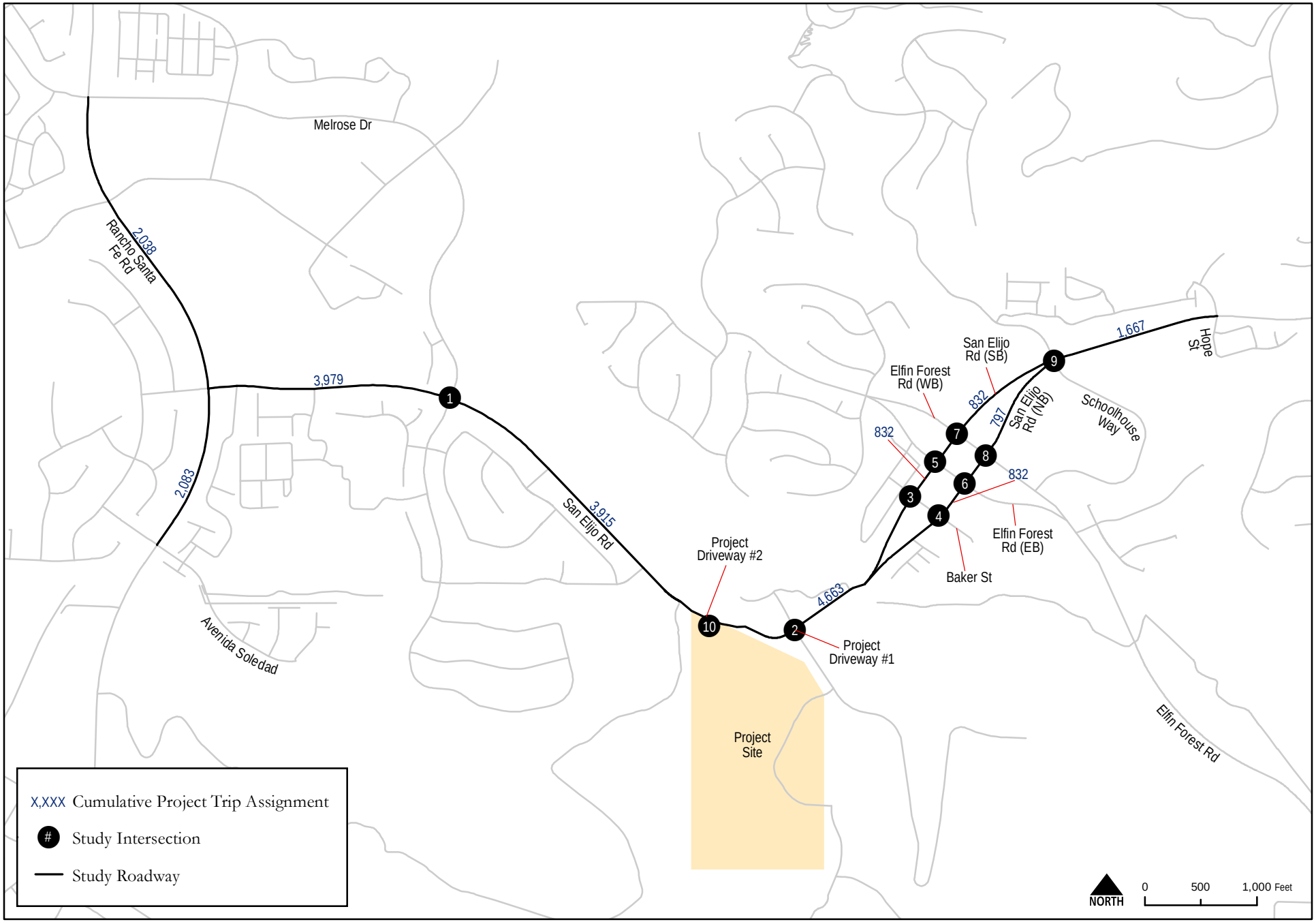

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Figure 5.2
Cumulative Project Trip Assignment

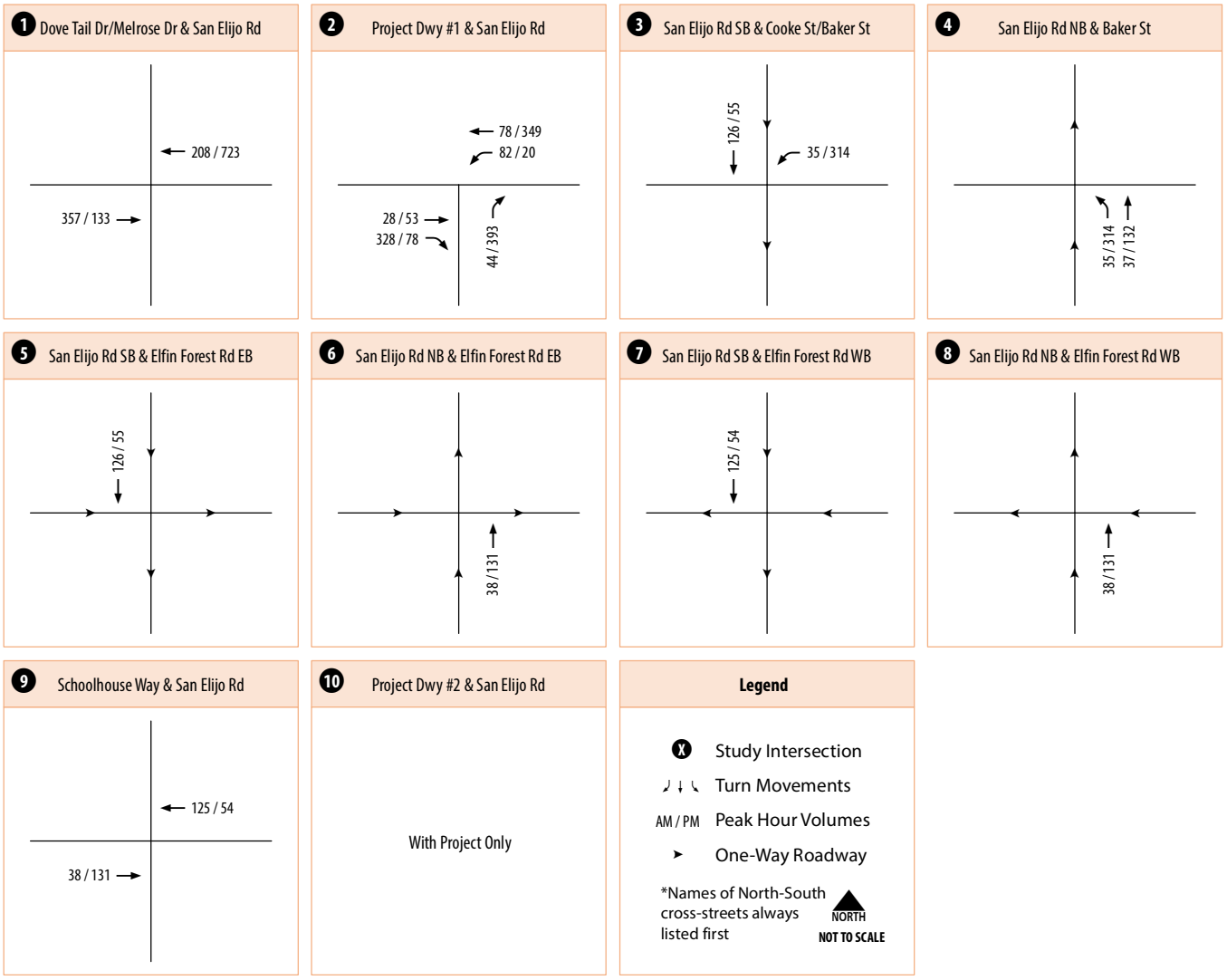

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Figure 5.2
Cumulative Project Trip Assignment

5.3 Near-Term Year 2024 Base Roadway Network and Traffic Volumes

Study area roadway and intersection geometrics under Near-Term Base conditions were assumed to be identical to the existing roadway geometrics, as shown in Figure 4.1.

The Near-Term Base scenario traffic volumes were derived by adding the additional trips generated by the cumulative projects listed in Section 5.1 (Figure 5.2) to the existing traffic volumes (Figure 4.2). **Figure 5.3** displays the average daily roadway and peak hour intersection volumes for the study roadway segments and intersections under the Near-Term Base conditions.

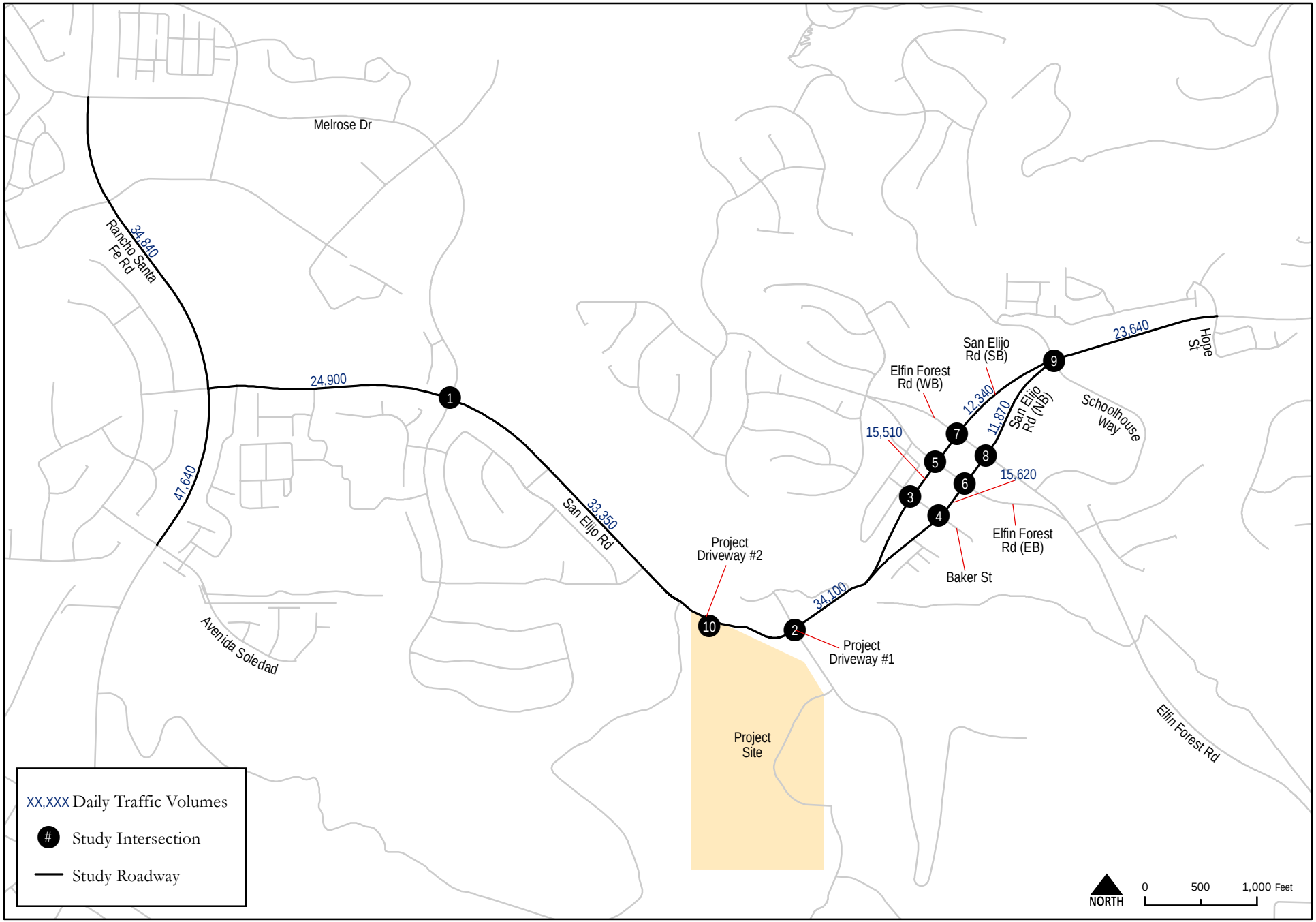

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Figure 5.3
Traffic Volumes - Near-Term Year 2024 Base Conditions

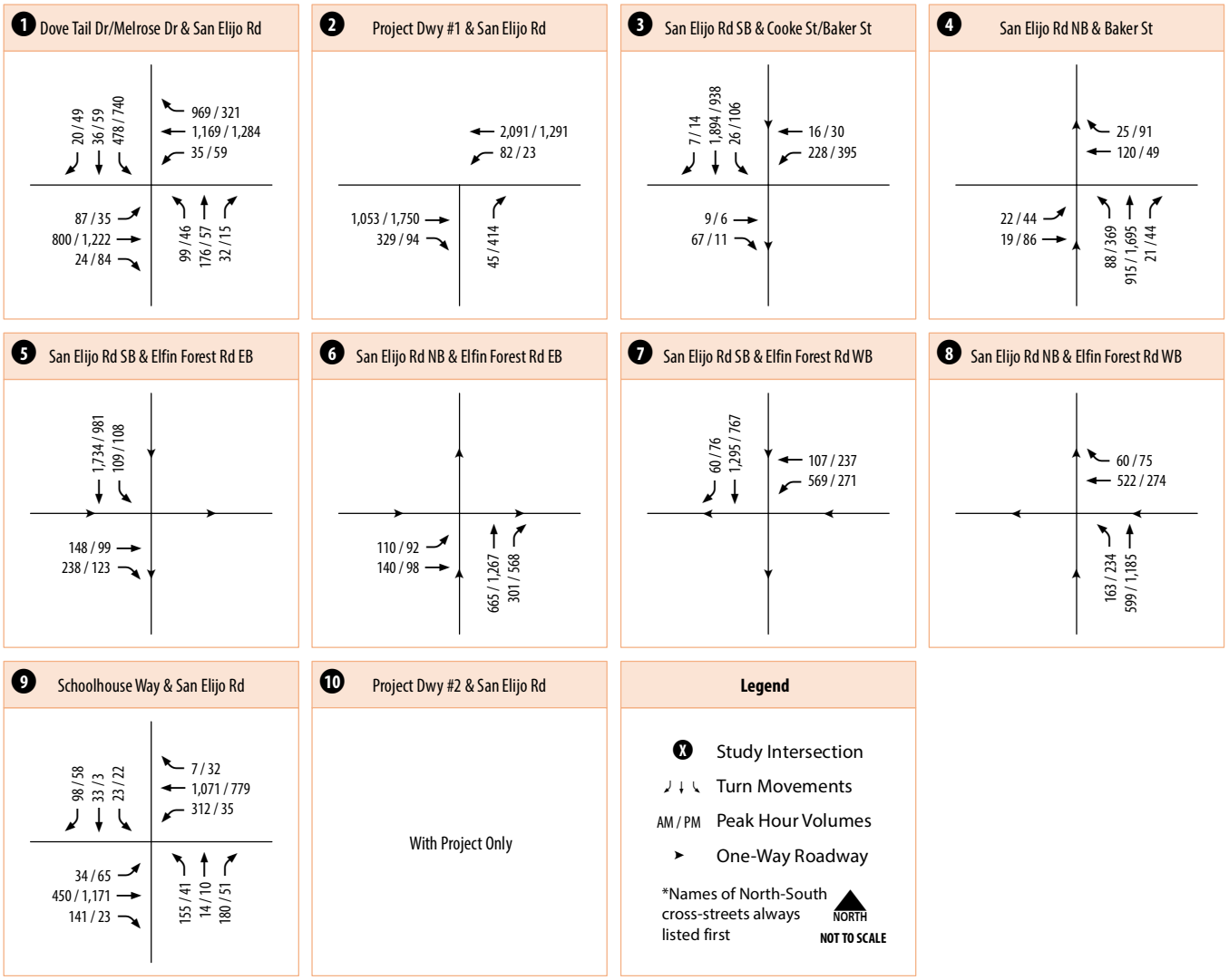

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Figure 5.3
Traffic Volumes - Near-Term Year 2024 Base Conditions

5.4 Near-Term Year 2024 Base Traffic Conditions

LOS analyses for Near-Term Base conditions were conducted using the methodologies described in Chapter 2.0. Roadway segment and intersection LOS analysis results are discussed separately below.

5.4.1 Roadway Segment Analysis

Table 5.2 displays the LOS analysis results for study area roadway segments under Near-Term Year 2024 Base conditions.

Table 5.2 Roadway Segment LOS Results – Near-Term Year 2024 Base Conditions

Roadway	Segment	Functional Classification	ADT	LOS Threshold (LOS E)	V/C	LOS
Rancho Santa Fe Road	Melrose Drive to San Elijo Road	6-Lane Prime Arterial	34,840	60,000	0.581	B
Rancho Santa Fe Road	San Elijo Road to Avenida Soledad	6-Lane Prime Arterial	47,640	60,000	0.794	C
San Elijo Road	Rancho Santa Fe Road to Melrose Drive	4-Lane Major Arterial	24,900	40,000	0.623	C
San Elijo Road	Melrose Drive to Street "E"	4-Lane Major Arterial	33,350	40,000	0.834	D
San Elijo Road	Street "E" to Baker Street	4-Lane Major Arterial	34,100	40,000	0.853	D
San Elijo Road (SB)	Baker Street to Elfin Forest Road	2-Lane Major Arterial (One-Way)	15,510	22,500	0.689	C
San Elijo Road (SB)	Elfin Forest Road to Schoolhouse Way	2-Lane Major Arterial (One-Way)	12,340	22,500	0.548	B
San Elijo Road (NB)	Baker Street to Elfin Forest Road	2-Lane Major Arterial (One-Way)	15,620	22,500	0.694	C
San Elijo Road (NB)	Elfin Forest Road to Schoolhouse Way	2-Lane Major Arterial (One-Way)	11,870	22,500	0.528	B
San Elijo Road	East of Schoolhouse Way	4-Lane Major Arterial	23,640	40,000	0.591	C

Notes:
V/C = Volume / Capacity.
Bold indicates substandard LOS E or F.

As shown in Table 5.2, all study area roadway segments would operate at acceptable LOS D or better under Near-Term Year 2024 Base conditions.

5.4.2 Intersection Analysis

Table 5.3 displays intersection LOS and average vehicle delay results for the study area intersections under Near-Term Year Base conditions. LOS calculation worksheets for Near-Term Year 2024 Base conditions are provided in **Appendix E**.

Table 5.3 Peak Hour Intersection LOS Results – Near-Term Year 2024 Base Conditions

#	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
1	Melrose Drive / San Elijo Road	Signal	63.0	**E**	89.1	**F**
2	Street "E" / San Elijo Road	SSSC	22.6	C	N/A[1]	**F**
3	San Elijo Road (southbound) / Baker Street	Signal	75.7	**E**	51.4	D
4	San Elijo Road (northbound) / Baker Street	Signal	13.6	B	18.3	B
5	San Elijo Road (southbound) / Elfin Forest Road (eastbound)	Signal	49.3	D	32.5	C
6	San Elijo Road (northbound) / Elfin Forest Road (eastbound)	Signal	14.9	B	14.4	B
7	San Elijo Road (southbound) / Elfin Forest Road (westbound)	Signal	29.3	C	29.0	C
8	San Elijo Road (northbound) / Elfin Forest Road (westbound)	Signal	30.3	C	34.0	C
9	Schoolhouse Way / San Elijo Road	Signal	71.5	**E**	27.4	C

Note:
Bold indicates substandard LOS E or F.
SSSC = Side-Street Stop-Controlled. For SSSC, the delay shown is the worst delay experienced by any of the approaches.
[1] Exceeds maximum reasonable calculable delay of 600 seconds per Synchro 11.0 traffic analysis software.

As shown in Table 5.3, all study area intersections would operate at an acceptable LOS D or better during both AM and PM peak hours under Near-Term Year 2024 Base conditions, with exception to the following four (4) intersections:

1. *Melrose Drive / San Elijo Road* – LOS E during AM peak hour and LOS F during PM peak hour. Since this intersection would experience particularly high volume at the eastbound through movement during the PM peak hour, maximum green time would be limited under the current signal timing configuration.

2. *Street "E" / San Elijo Road* – LOS F during PM peak hour for the northbound approach. This is due to the high right-turn volume and the extremely high conflicting eastbound through volume.

3. *San Elijo Road (southbound) / Baker Street* – LOS E during AM peak hour. This is primarily due to the westbound left-turn movement which experiences particularly high delay compared to all other movements at this intersection.

9. *Schoolhouse Way / San Elijo Road* – LOS E during AM peak hour. This is primarily due to the high volume of vehicle trips and associated delay for the westbound left-turn movement. Most of these vehicle trips are student drop-off trips at both San Elijo Elementary and Middle Schools.

5.5 Near-Term Year 2024 Base with Project Roadway Network and Traffic Volumes

Roadway and intersection geometrics under Near-Term Year 2024 Base with Project conditions were assumed to be identical to Near-Term Year 2024 Base with the addition of the following project access point:

10. *Street "D" / San Elijo Road* – This driveway will be located at the western end of the property and form a side-street stop-controlled T-intersection with San Elijo Road. This driveway will allow right-in/right-out access only and include one inbound lane and one outbound lane.

Near-Term Year 2024 Base with Project traffic volumes were derived by combining the Near-Term Year 2024 Base traffic volumes (displayed in Figure 5.3) and the project trip assignment volumes (displayed in Figure 3.3).

Daily roadway and peak hour intersection volumes for this scenario are displayed in **Figure 5.4**.

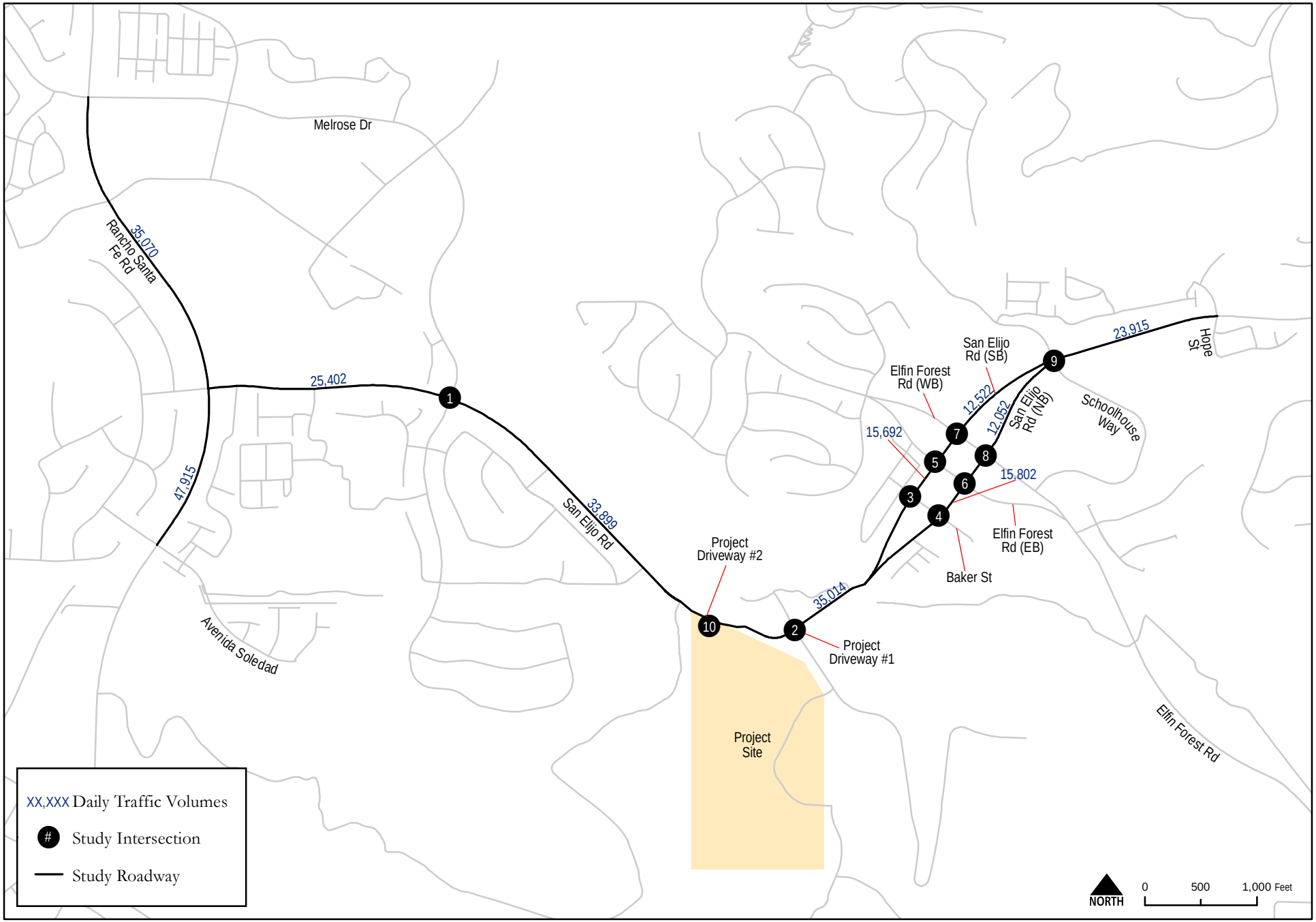

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Figure 5.4
Traffic Volumes - Near-Term Year 2024 Base with Project Conditions

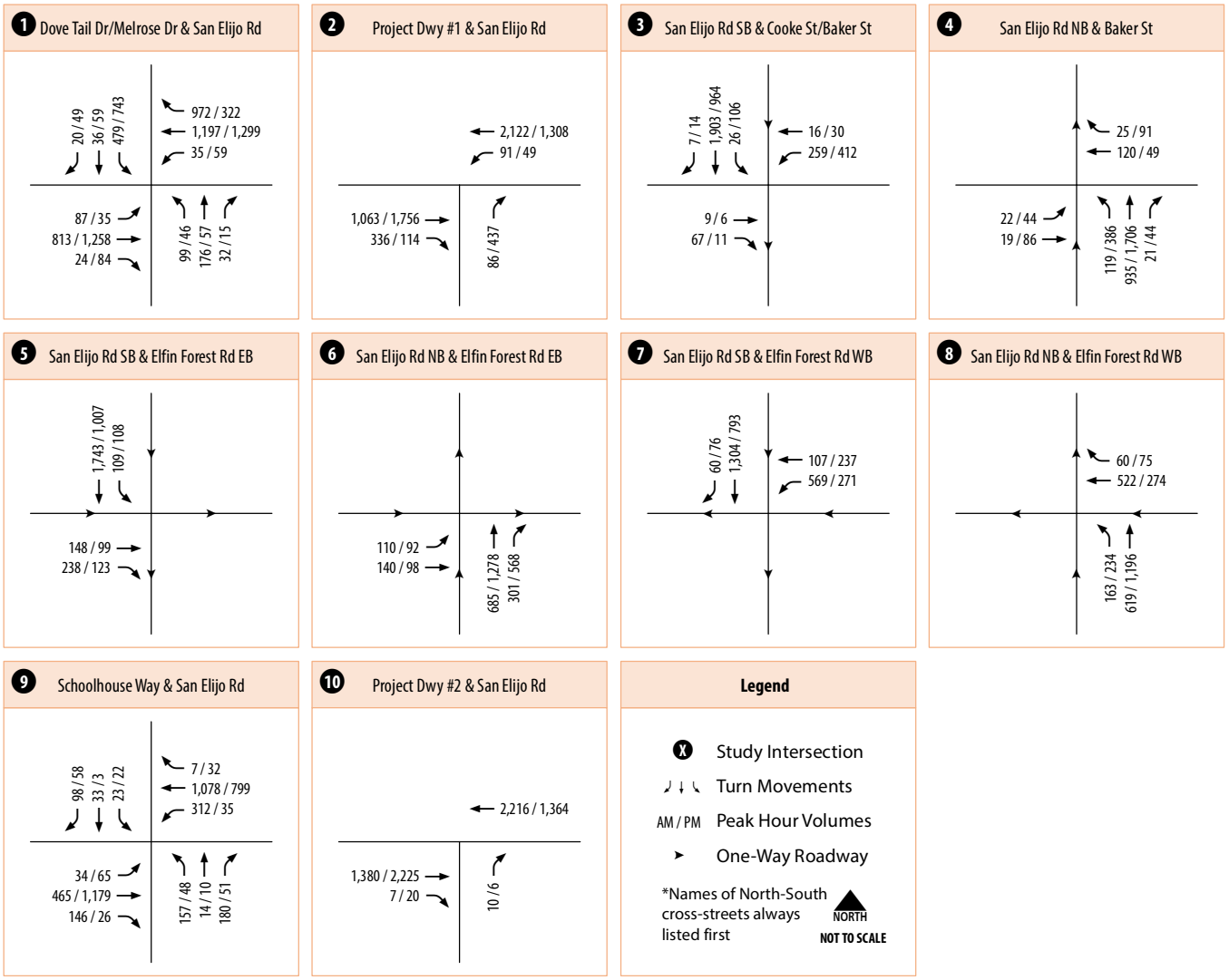

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Figure 5.4
Traffic Volumes - Near-Term Year 2024 with Project Conditions

5.6 Near-Term Year Base with Project Traffic Conditions

LOS analyses were conducted using the methodologies described in Chapter 2.0. Roadway segment and intersection LOS analysis results are discussed separately in the following sections.

5.6.1 Roadway Segment Analysis

Table 5.4 displays the LOS analysis results for key study area roadway segments under Near-Term Year 2024 Base with Project.

Table 5.4 Roadway Segment LOS Results – Near-Term Year 2024 Base with Project Conditions

Roadway	Segment	Functional Classification	ADT	LOS Threshold (LOS E)	V/C	LOS	LOS w/o Project	ΔV/C	I?
Rancho Santa Fe Road	Melrose Drive to San Elijo Road	6-Lane Prime Arterial	35,070	60,000	0.584	C	C	0.004	N
Rancho Santa Fe Road	San Elijo Road to Avenida Soledad	6-Lane Prime Arterial	47,915	60,000	0.799	C	C	0.005	N
San Elijo Road	Rancho Santa Fe Road to Melrose Drive	4-Lane Major Arterial	25,402	40,000	0.635	C	C	0.013	N
San Elijo Road	Melrose Drive to Street "E"	4-Lane Major Arterial	33,899	40,000	0.847	D	D	0.014	N
San Elijo Road	Street "E" to Baker Street	4-Lane Major Arterial	35,014	40,000	0.875	**E**	D	0.023	**Y**
San Elijo Road (SB)	Baker Street to Elfin Forest Road	2-Lane Major Arterial (One-Way)	15,692	22,500	0.697	C	C	0.008	N
San Elijo Road (SB)	Elfin Forest Road to Schoolhouse Way	2-Lane Major Arterial (One-Way)	12,522	22,500	0.557	B	B	0.008	N
San Elijo Road (NB)	Baker Street to Elfin Forest Road	2-Lane Major Arterial (One-Way)	15,802	22,500	0.702	C	C	0.008	N
San Elijo Road (NB)	Elfin Forest Road to Schoolhouse Way	2-Lane Major Arterial (One-Way)	12,052	22,500	0.536	B	B	0.008	N
San Elijo Road	East of Schoolhouse Way	4-Lane Major Arterial	23,915	40,000	0.598	C	C	0.007	N

Notes:
V/C = Volume / Capacity.
I? = Inconsistency?
Bold indicates substandard LOS E or F.

As shown in Table 5.4, all study area roadway segments would continue to operate at acceptable LOS D or better under Near-Term Year 2024 Base with Project conditions, with the exception of the following:

- San Elijo Road, between Street "E" and Baker Street.

The Proposed Project would trigger the roadway segment operating at acceptable LOS D to operate at unacceptable LOS E and would increase the volume/capacity ratio by more than 0.02. Therefore, based upon Mobility Element – Policy M-1.4 and the standards set forth in the City of San Marcos TIA Guidelines, the roadway segment mentioned above would be inconsistent with the Mobility Element.

5.6.2 Intersection Analysis

Table 5.5 displays intersection LOS and average vehicle delay results under Near-Term Year 2024 Base with Project conditions. LOS calculation worksheets for Near-Term Year 2024 Base with Project conditions are provided in **Appendix F**.

Table 5.5 Peak Hour Intersection LOS Results – Near-Term Year 2024 Base with Project Conditions

#	Intersection	Control Type	AM Peak Hour		PM Peak Hour		Delay w/o Project (sec) AM/PM	LOS w/o Project AM/PM	Change in Delay (sec) AM/PM	I?
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS				
1	Melrose Drive / San Elijo Road	Signal	66.7	**E**	96.1	**F**	63.0 / 89.1	**E** / **F**	**3.7** / **7.0**	Y
2	Street "E" / San Elijo Road	SSSC	60.5	**F**	N/A[1]	**F**	22.6 / 797.1	C / **F**	**37.9** / **75.9**	Y
3	San Elijo Road (southbound) / Baker Street	Signal	94.0	**E**	56.6	**E**	75.72 / 51.4	**E** / D	**18.3** / **5.2**	Y
4	San Elijo Road (northbound) / Baker Street	Signal	13.7	B	23.0	C	13.6 / 18.3	B / B	0.0 / 4.7	N
5	San Elijo Road (southbound) / Elfin Forest Road (eastbound)	Signal	49.7	D	32.7	C	49.3 / 32.5	D / C	0.4 / 0.2	N
6	San Elijo Road (northbound) / Elfin Forest Road (eastbound)	Signal	14.9	B	14.4	B	14.9 / 14.4	B / B	0.0 / 0.0	N
7	San Elijo Road (southbound) / Elfin Forest Road (westbound)	Signal	29.4	C	29.0	C	29.3 / 29.0	C / C	0.1 / 0.0	N
8	San Elijo Road (northbound) / Elfin Forest Road (westbound)	Signal	30.4	C	34.1	C	30.3 / 34.0	C / C	0.1 / 0.1	N
9	Schoolhouse Way / San Elijo Road	Signal	72.4	**E**	28.2	C	71.5 / 27.4	**E** / C	0.9 / 0.8	N
10	Street "D" / San Elijo Road	SSSC	15.6	C	26.8	D	N/A	N/A	N/A	N

Notes:
SSSC = Side-Street Stop-Controlled. For SSSC, the delay shown is the worst delay experienced by any of the approaches.
I? = Inconsistency?
N/A = Intersection does not exist under Near-Term Year 2024 Base Conditions.
Bold indicates substandard LOS E or F.
Bold and underlined indicates inconsistency.
[1] Exceeds maximum reasonable calculable delay of 600 seconds per Synchro 11.0 traffic analysis software.

As shown in Table 5.5, all study intersections would continue to operate at acceptable LOS D or better during both the AM and PM peak hours under Near-Term Year 2024 base with Project Conditions, with exception to the following four (4) intersections:

1. *Melrose Drive / San Elijo Road* – LOS E during AM peak hour and LOS F during PM peak hour
2. *Street "E" / San Elijo Road* – LOS F during AM and PM peak hours
3. *San Elijo Road (southbound) / Baker Street* – LOS E during AM and PM peak hours
9. *Schoolhouse Way / San Elijo Road* – LOS E during AM peak hour

The Proposed Project would increase delay at these intersections by:

1. *Melrose Drive / San Elijo Road* – 3.7 seconds during AM peak hour and 7.0 seconds during the PM peak hour;
2. *Street "E" / San Elijo Road* – 37.9 seconds during AM peak hour and 75.9 seconds during the PM peak hour;
3. *San Elijo Road (southbound) / Baker Street* – 18.3 seconds during the AM peak hour and 5.2 seconds during the PM peak hour; and
9. *Schoolhouse Way / San Elijo Road* – 0.9 seconds during AM peak hour and 0.8 seconds during the PM peak hour

The implementation of the Proposed Project would increase the delay at four (4) intersections projected to operate at substandard LOS E under Near-Term Year 2024 Base with Project conditions. However, only three (3) intersections would result in an increase in delay of more than 2.0 seconds. Therefore, based upon Mobility Element – Policy M-1.4 and the standards set forth in the City of San Marcos TIA Guidelines, the study intersections of Melrose Drive / San Elijo Road, Street "E" / San Elijo Road, and San Elijo Road (southbound) / Baker Street would be inconsistent with the Mobility Element.

5.7 Mobility Element Inconsistencies and Recommended Improvements

This section identifies recommended improvements for study roadway segments and intersections that would be inconsistent with the Mobility Element with implementation of the Proposed Project under Near-Term Year 2024 Base with Project Conditions.

5.7.1 Roadway Segments

Because implementation of the Proposed Project would trigger the roadway segment operating at acceptable LOS D to operate at unacceptable LOS E and would increase the volume/capacity ratio by more than 0.02, the Proposed Project would cause inconsistencies with Mobility Element – Policy M-1.4 and the standards set forth in the City of San Marcos TIA Guidelines at the following roadway segment:

- San Elijo Road, between Street "E" and Baker Street.

However, the cause of this roadway segment operating at unacceptable LOS is the result of trips coming out of the project not being allowed to make a left turn out of the Project Driveway which routes all traffic to travel through this roadway segment. With signalization of the intersection of San Elijo Road and Street "E" (Project Driveway), all movements will be allowed and trips intending to make a left turn (travel

westbound) out of the Project site will now be able to do so and will not have to travel east first towards Baker Street to make a U-turn. **Figure 5.5** displays the trip distribution patterns with the installation of the signal at the intersection of San Elijo Road / Street "E". Based upon the project trip distribution with this improvement added, AM/PM peak hour project trips were assigned to the adjacent roadway network, as displayed in **Figure 5.6**. Daily roadway and peak hour intersection volumes for this scenario are displayed in **Figure 5.7**.

Table 5.6 displays roadway LOS results under Near-Term Year 2024 Base with Project with Improvement Conditions.

Table 5.6 Roadway Segment LOS Results – Near-Term Year 2024 Base with Project with Improvement Conditions

Roadway	Segment	ADT w/Traffic Signal	V/C w/Traffic Signal	LOS w/Traffic Signal	ADT w/o Traffic Signal	V/C w/o Traffic Signal	LOS w/o Traffic Signal	ΔV/C	I?
San Elijo Road	Street "E" to Baker Street	34,466	0.862	D	35,014	0.875	**E**	-0.013	N

As shown, the roadway segment of San Elijo Road, between Street "E" and Baker Street would operate at acceptable LOS D with implementation of a traffic signal at the intersection of San Elijo Road and Street "E". Upon installation of the traffic signal consistency with Mobility Element – Policy M-1.4 would be achieved.

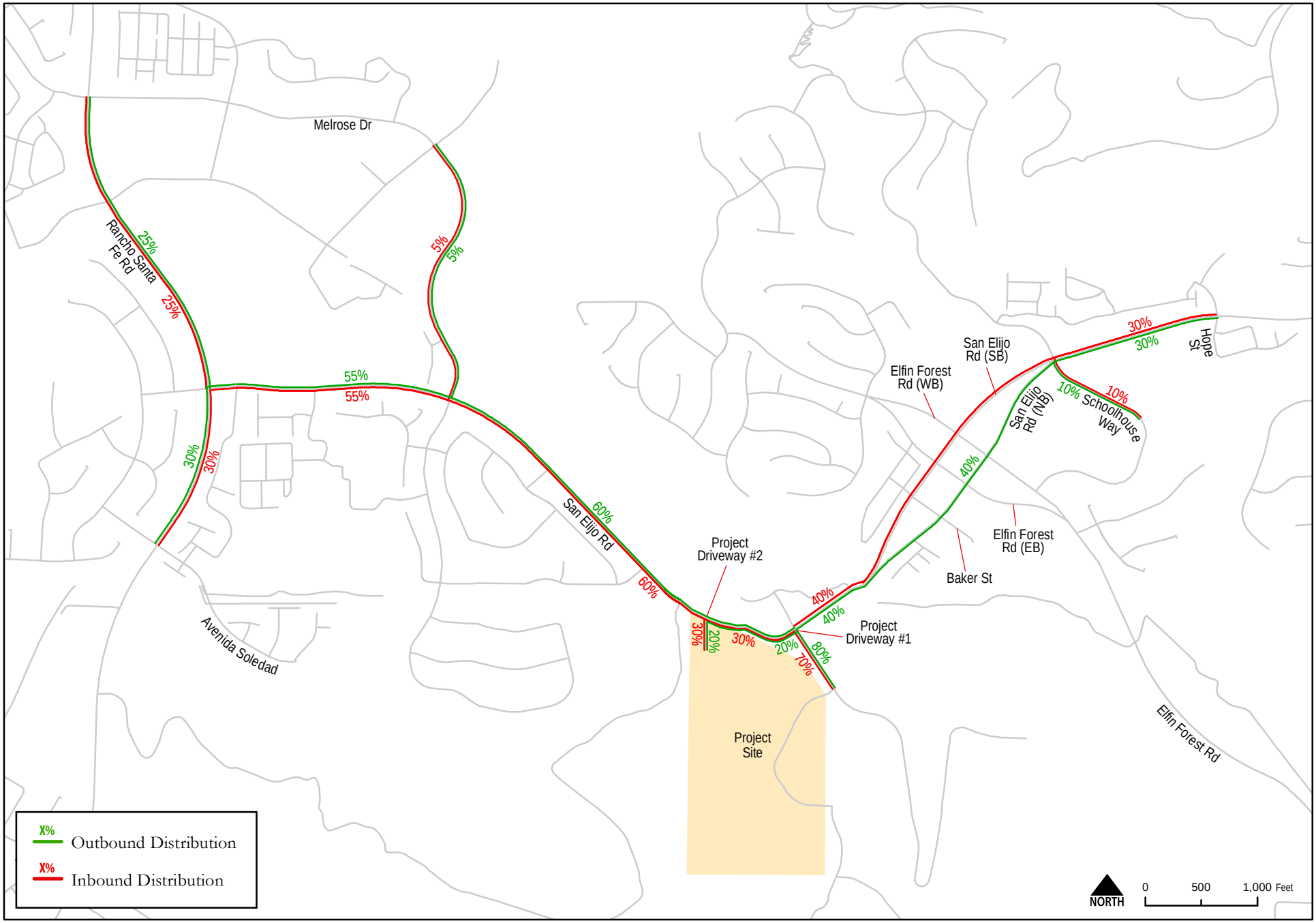

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Figure 5.5

Project Trip Distribution

with Installation of Traffic Signal at San Elijo Road and Street "E"

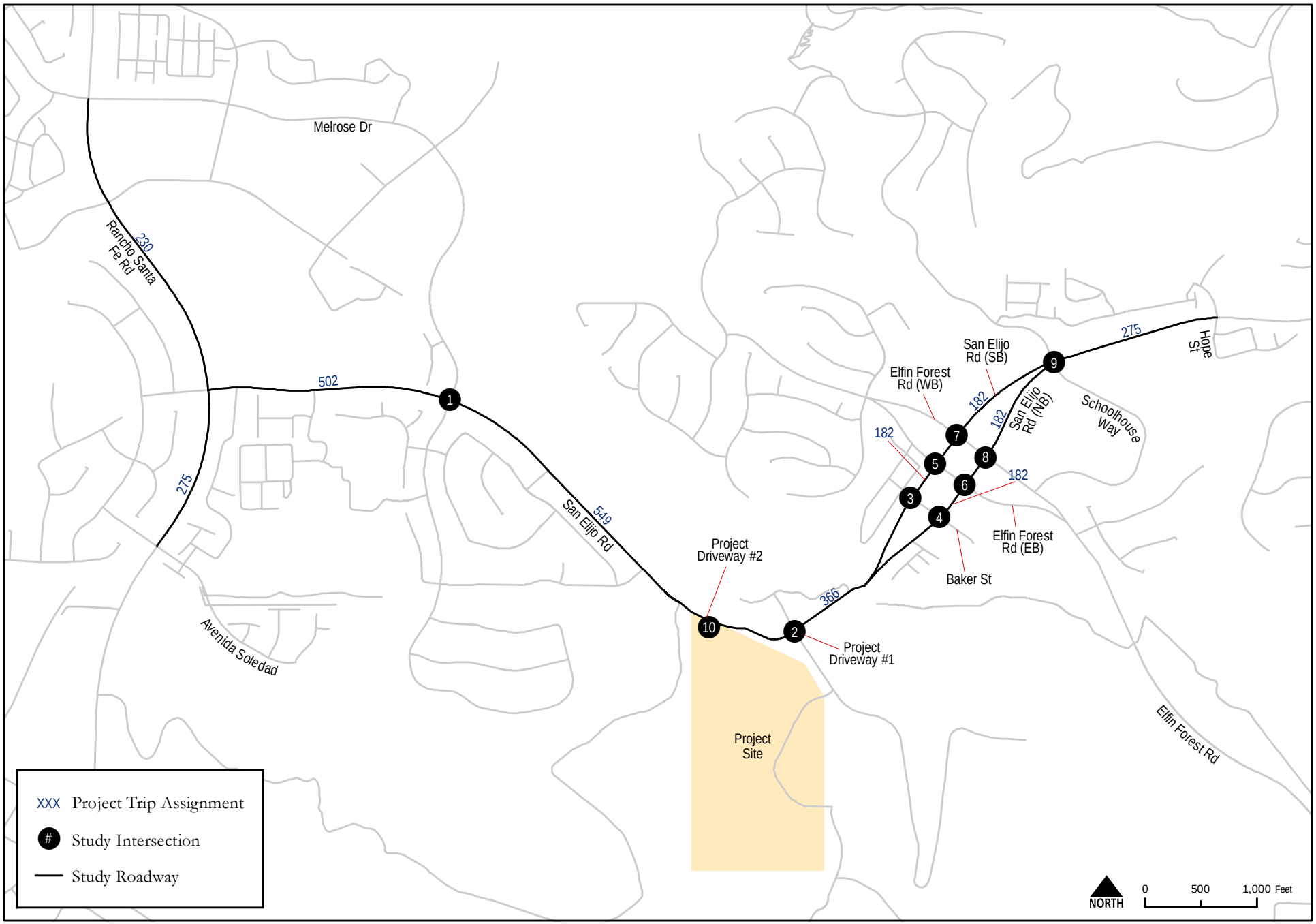

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Figure 5.6

Project Trip Assignment

with Installation of Traffic Signal at San Elijo Road and Street "E"

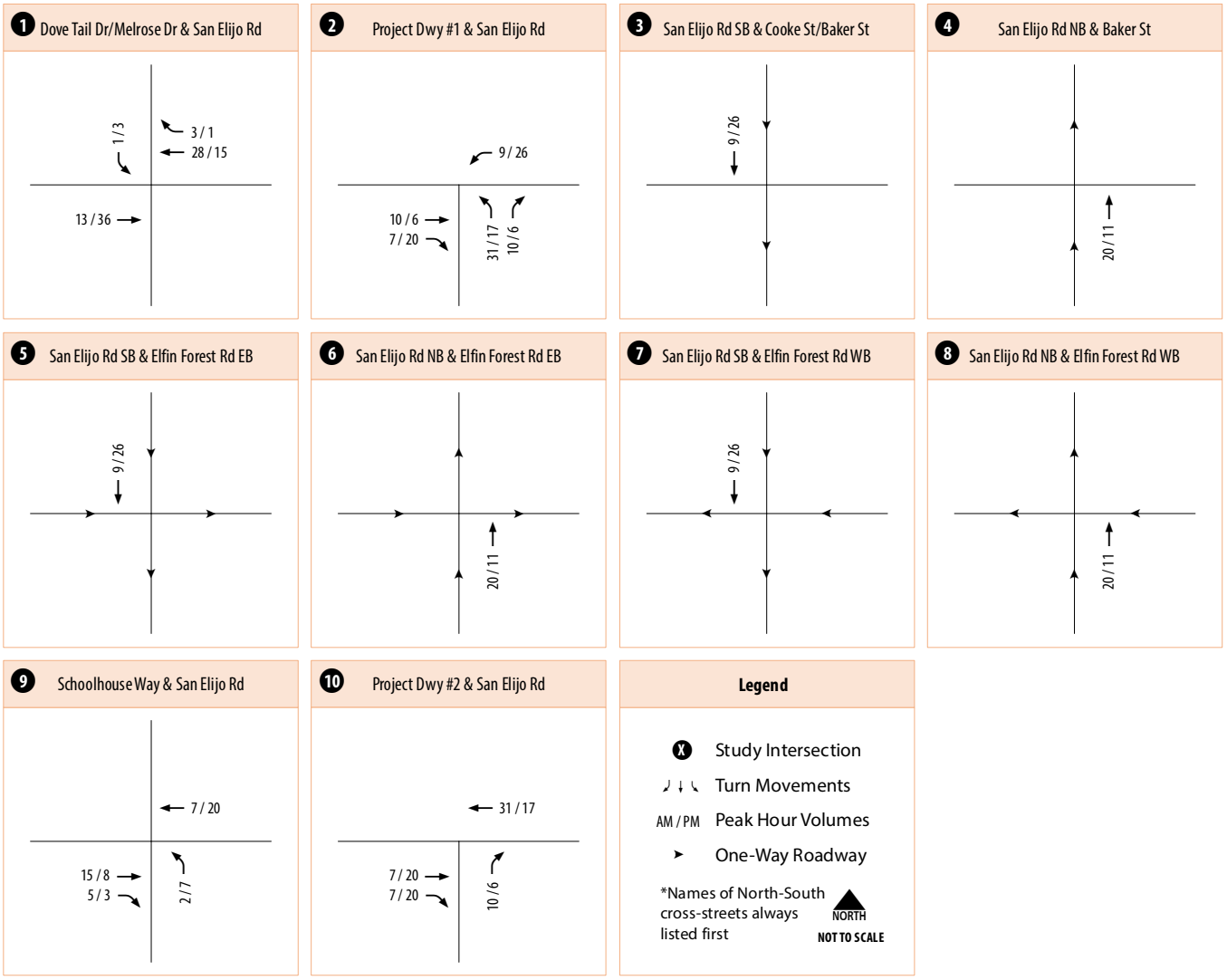

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Figure 5.6
Project Trip Assignment
with Installation of Traffic Signal at San Elijo Road and Street "E"

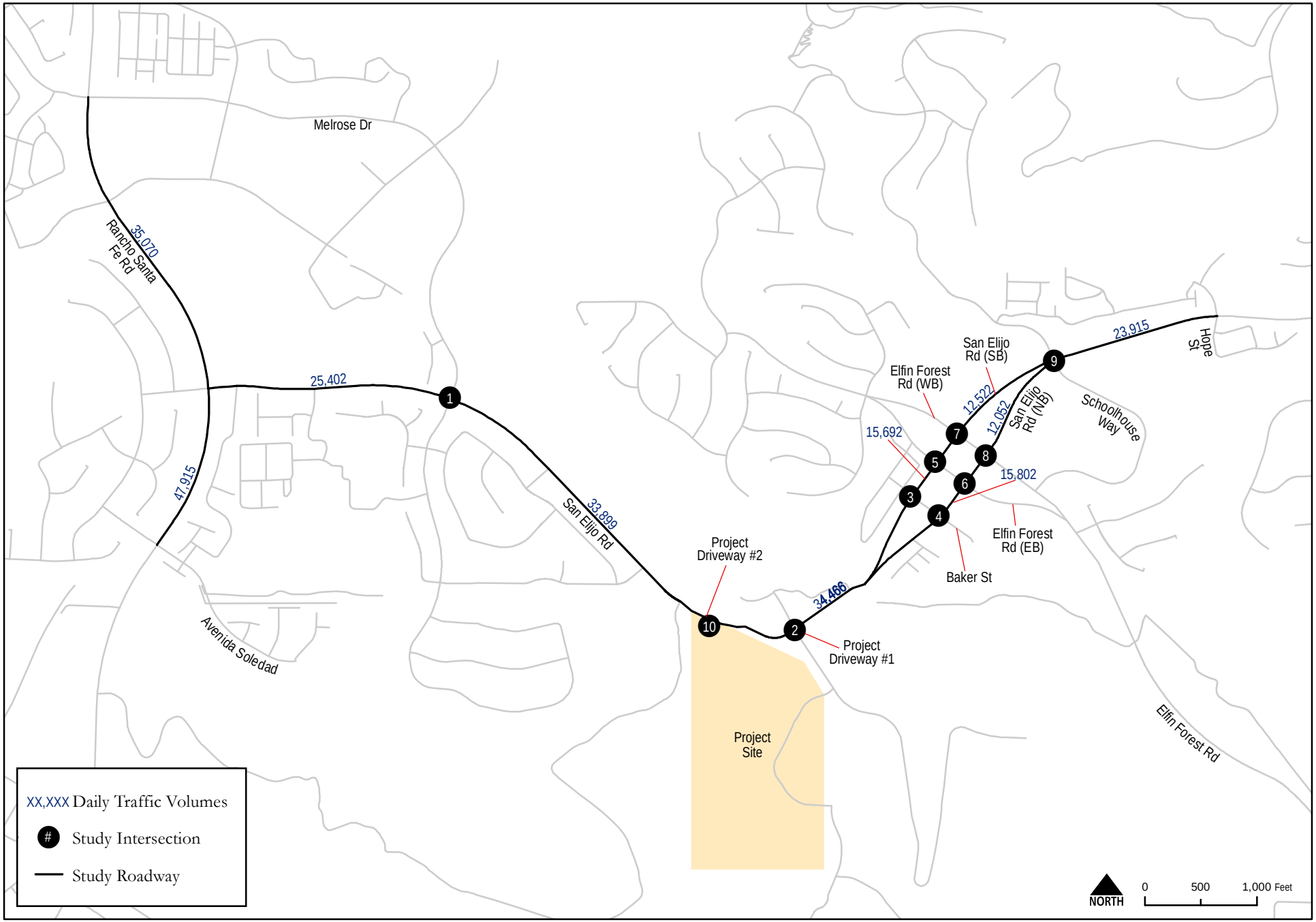

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Figure 5.7
Traffic Volumes - Near-Term Year 2024 Base with Project Improvement Conditions

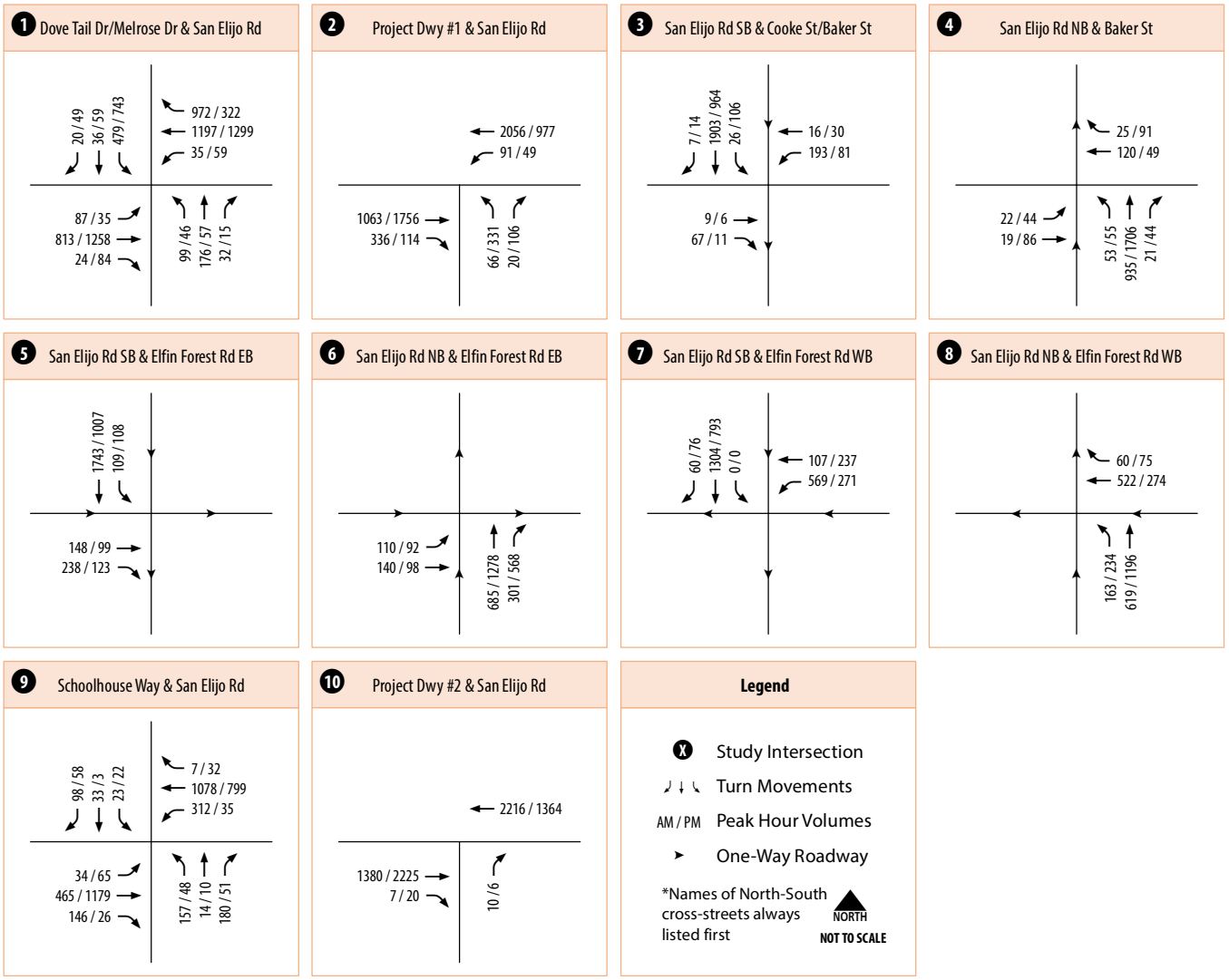

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Figure 5.7
Traffic Volumes - Near-Term Year 2024 with Project Improvement Conditions

5.7.2 Intersections

Because implementation of the Proposed Project would further deteriorate traffic operations and add more than two seconds of delay to three (3) intersections already operating at LOS E or F, the Proposed Project would cause inconsistencies with Mobility Element – Policy M-1.4 and the standards set forth in the City of San Marcos TIA Guidelines at the following intersections:

1. *Melrose Drive / San Elijo Road* – To achieve consistency with Mobility Element – Policy M-1.4, the traffic signal timing will need to be optimized. Signal optimization will include reoptimizing cycle lengths and/or signal splits to better accommodate future traffic demand along the corridor. Implementing this will improve intersection vehicle delays to better than pre-project conditions. Signal optimization, or timing adjustment based on traffic demand, will result in intersection capacity, vehicle throughput, and reduction in vehicle delays. It is important to note that if signal optimization is implemented, adjacent intersections within the coordinated system will need to be taken into consideration. Additionally, the north leg of the intersection (Melrose Drive) will have to be restriped to accommodate southbound dual left-turn lanes and a shared through-right lane. A striping plan shall be prepared to the satisfaction of the City Engineer. Upon implementation of signal optimization and restriping of the north leg to accommodate the aforementioned intersection configuration, consistency with Mobility Element – Policy M-1.4 would be achieved.

2. *Street "E" / San Elijo Road* – To achieve consistency with Mobility Element – Policy M-1.4, a traffic signal will be installed as well as a lane reconfiguration at the south leg of the intersection at this location in order to accommodate the high volume of traffic attempting to turn onto San Elijo Road. A traffic signal warrant[1] was conducted for this location using the Near-Term Year 2024 base volumes. See **Appendix G** for traffic signal warrant. Upon completion of the traffic signal warrant, it was determined that the intersection met the requirements for installation of a traffic signal during the PM peak hour. Upon installation of the traffic signal, consistency with Mobility Element – Policy M-1.4 would be achieved.

3. San Elijo Road (southbound) / Baker Street – Achieving consistency with Mobility Element – Policy M-1.4 will require the installation of the traffic signal at Street "E" / San Elijo Road. The installation of the signal at intersection #2 will enable rerouting of traffic from both the Project and the Lomas San Marcos Specific Plan cumulative project to significantly reduce the high westbound left turn volume. Upon installation of the traffic signal consistency with Mobility Element – Policy M-1.4 would be achieved.

Table 5.7 displays intersection LOS and average vehicle delay results under Near-Term Year 2024 Base with Project with Improvement Conditions. **Figure 5.8** displays the difference in intersection geometrics between the with and without improvement scenarios. **Figure 5.9** displays the lane configuration changes for the Melrose Drive / San Elijo Road intersection. **Figure 5.10** displays the lane configuration changes for the Street "E" / San Elijo Road intersection with the installation of the traffic signal. LOS calculation worksheets and traffic signal warrant are provided in Appendix G.

[1] Note that warrant 3, peak hour volume, is only applicable per CAMUTCD Section 4C.04 when, "*This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time."* Since this intersection serves a movie studio with a large office component it was determined that use of warrant 3 was applicable.

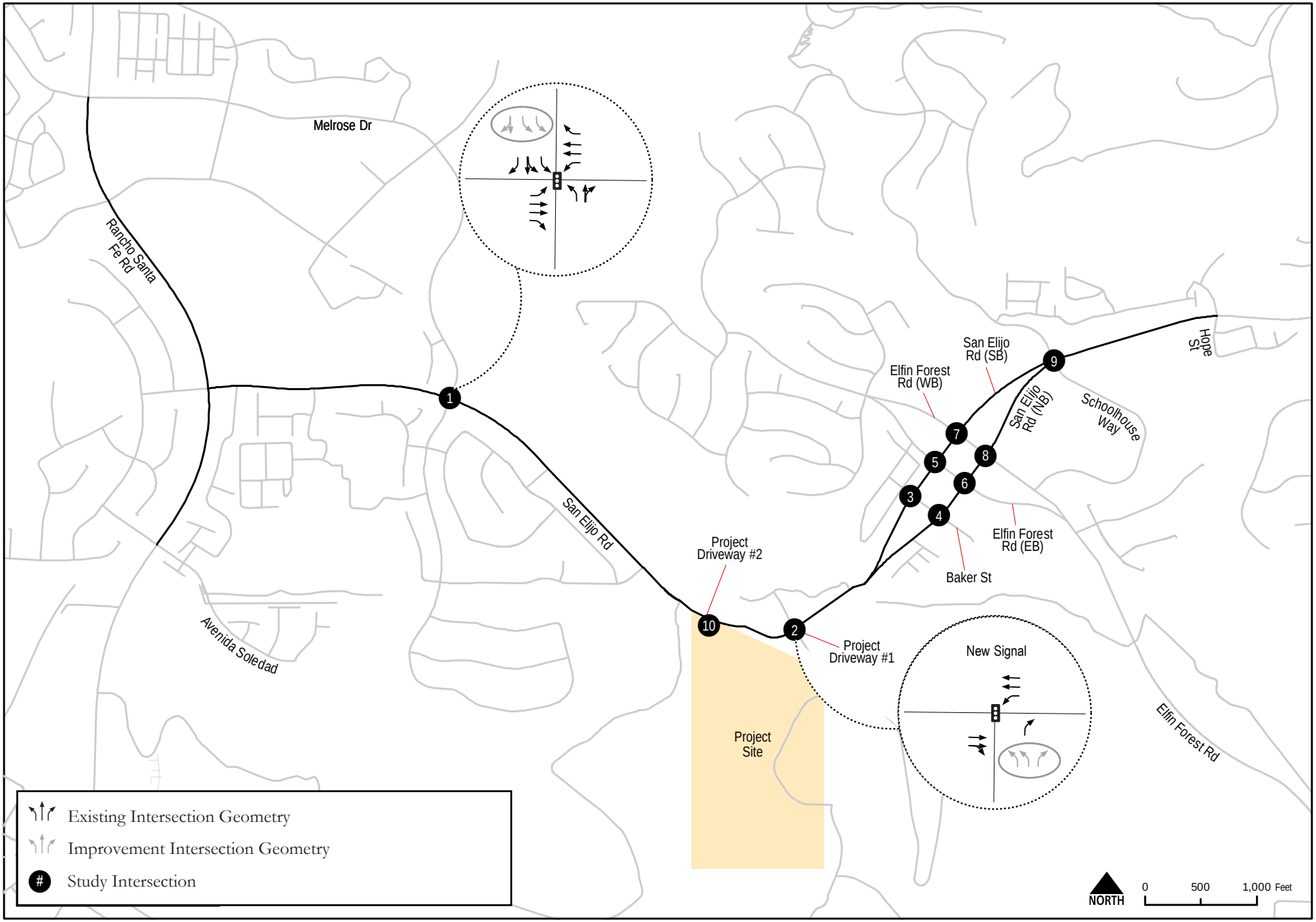

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Figure 5.8

Intersection Geometric Changes

Figure 5.9
Melrose Drive / San Elijo Road Improvement

Figure 5.10
Street "E" / San Elijo Road Improvement

Table 5.7 Peak Hour Intersection LOS Results – Near-Term Year 2024 Base with Project with Improvement Conditions

#	Intersection	Control Type	AM Peak Hour Avg. Delay (sec)	AM Peak Hour LOS	PM Peak Hour Avg. Delay (sec)	PM Peak Hour LOS	Delay w/o Project (sec) AM/PM	LOS w/o Project AM/PM	Change in Delay (sec) AM/PM
1	Melrose Drive / San Elijo Road	Signal	45.1	D	41.1	D	63.0 / 89.1	**E** / **F**	-17.9 / -48.0
2	Street "E" / San Elijo Road	Signal	13.9	B	22.6	C	22.6 / 797.1	C / **F**	-8.7 / -774.5
3	San Elijo Road (southbound) / Baker Street	Signal	52.4	D	33.1	C	75.7 / 51.4	**E** / D	-23.3 / -18.3

Notes:
Bold indicates substandard LOS E or F.

As shown in Table 5.7, the proposed improvements will enhance the identified traffic operations to better than pre-project conditions as follows:

1. *Melrose Drive / San Elijo Road* – During the AM peak hour, the delay is projected to be reduced from 63.0 seconds (LOS E) to 45.1 seconds (LOS D), for a total reduction of 17.9 seconds. During the PM peak hour, the delay is projected to be reduced from 89.1 seconds (LOS F) to 41.1 seconds (LOS D), for a total reduction of 48.0 seconds.
2. *Street "E" / San Elijo Road* – During the AM peak hour, the delay is projected to be reduced from 22.6 seconds (LOS C) to 13.9 seconds (LOS B), for a total reduction of 8.7 seconds. During the PM peak hour, the delay is projected to be reduced from 797.1 seconds (LOS F) to 22.6 seconds (LOS C), for a total reduction of 774.5 seconds.

   San Elijo Road (southbound) / Baker Street – During the AM peak hour, the delay is projected to be reduced from 75.7 seconds (LOS E) to 52.4 seconds (LOS D), for a total reduction of 23.3 seconds. During the PM peak hour, the delay is projected to be reduced from 51.4 seconds (LOS D) to 33.1 seconds (LOS C), for a total reduction of 18.3 seconds.

However, the County of San Diego does not have control over the improvements to intersections under the jurisdiction of the City of San Marcos. Further coordination with the City of San Marcos would be required to implement the recommended improvements.

6.0 Horizon Year 2035 Conditions

This chapter provides a description of Horizon Year 2035 Traffic Conditions network, both with and without the Proposed Project. Scenarios analyzed in this section included:

- Horizon Year 2035 Base Conditions
- Horizon Year 2035 with Project Conditions

Since the Proposed Project is consistent with the County of San Diego General Plan, intersection analysis was not conducted.

6.1 Horizon Year 2035 Base Roadway Network and Traffic Volumes

Roadway and intersection geometrics under Horizon Year 2035 Base conditions were assumed to be identical to geometrics assumed under Near-Term Year 2024 Base conditions.

The Horizon Year 2035 Base scenario traffic volumes were obtained from the SANDAG Series 13 model via Transportation Forecast Information Center (TFIC) website. Since three of the ten existing ADT volumes were found to be greater than those collected via TFIC, a growth rate, based on existing counts and SANDAG's base year model, was applied to existing counts. Details on counts collected from TFIC and growth rates applied are provided in **Appendix H**.

Figure 6.1 displays the average daily roadway volumes for the study roadway segments under Horizon Year 2035 Base conditions.

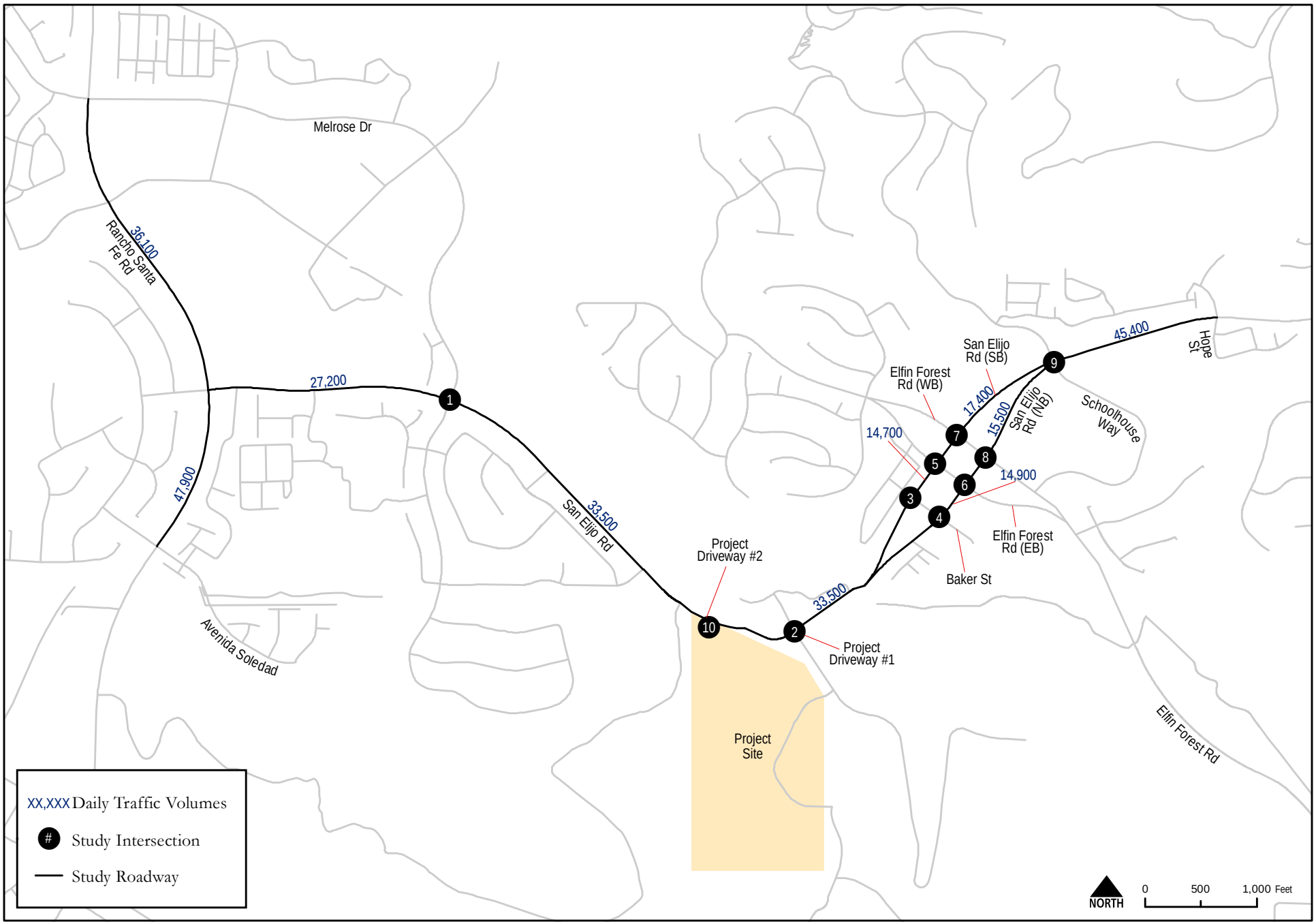

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Figure 6.1

Traffic Volumes - Horizon Year 2035 Base Conditions

6.2 Horizon Year 2035 Base Traffic Conditions

LOS analyses for Horizon Year Base conditions were conducted using the methodologies described in Chapter 2.0. Roadway segment results are discussed below.

6.2.1 Roadway Segment Analysis

Table 6.1 displays the LOS analysis results for study area roadway segments under Horizon Year 2035 Base conditions.

Table 6.1 Roadway Segment LOS Results – Horizon Year 2035 Base Conditions

Roadway	Segment	Classification	ADT	LOS Threshold (LOS E)	V/C	LOS
Rancho Santa Fe Road	Melrose Drive to San Elijo Road	6-Lane Prime Arterial	36,100	60,000	0.602	C
Rancho Santa Fe Road	San Elijo Road to Avenida Soledad	6-Lane Prime Arterial	47,900	60,000	0.798	C
San Elijo Road	Rancho Santa Fe Road to Melrose Drive	4-Lane Major Arterial	27,200	40,000	0.680	C
San Elijo Road	Melrose Drive to Street "E"	4-Lane Major Arterial	33,500	40,000	0.838	D
San Elijo Road	Street "E" to Baker Street	4-Lane Major Arterial	33,500	40,000	0.838	D
San Elijo Road (SB)	Baker Street to Elfin Forest Road	2-Lane Major Arterial (One-Way)	14,700	22,500	0.653	C
San Elijo Road (SB)	Elfin Forest Road to Schoolhouse Way	2-Lane Major Arterial (One-Way)	17,400	22,500	0.773	C
San Elijo Road (NB)	Baker Street to Elfin Forest Road	2-Lane Major Arterial (One-Way)	14,900	22,500	0.662	C
San Elijo Road (NB)	Elfin Forest Road to Schoolhouse Way	2-Lane Major Arterial (One-Way)	15,500	22,500	0.689	C
San Elijo Road	East of Schoolhouse Way	4-Lane Major Arterial	45,500	40,000	1.138	**F**

Notes:
V/C = Volume / Capacity.
Bold indicates substandard LOS E or F.

As shown in Table 6.1, all study area roadway segments would operate at acceptable LOS D or better under Horizon Year 2035 Base conditions, with exception to the following roadway segment:

- San Elijo Road east of Schoolhouse Way – LOS F

6.3 Horizon Year 2035 Base with Project Roadway Network and Traffic Volumes

Roadway and intersection geometrics under Horizon Year 2035 Base with Project conditions were assumed to be identical to Horizon Year 2035 Base as well as Near-Term Year 2024 Base conditions.

Based on the *San Diego County General Plan*, the designation for the Proposed Project site is semi-rural land usage, which includes the low density residential (single family land use) and areas for recreation (park). The SANDAG Series 13 Year 2035 model includes traffic generated for 44 single family housing units. Trip credits were applied towards the Proposed Project's net vehicle trip generation for Horizon Year 2035 Conditions. **Table 6.2** displays the projected daily, as well as AM and PM peak hour, project trip generation under Horizon Year 2035 Conditions.

Table 6.2 Project Trip Generation – Horizon Year 2035 Conditions

Land Use	Units	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Residential - Estate	76 DU	12 / DU	912	8%	73	3:7	22	51	10%	92	7:3	64	28
General Plan Land Use	44 DU	12 / DU	-528	8%	-43	3:7	-13	-30	10%	-53	7:3	-37	-16
Park – Neighborhood / County	0.30 acres	5 / acre	2	4%	1	5:5	1	0	8%	1	5:5	1	0
Total			**386**	**-**	**31**	**-**	**8**	**21**	**-**	**40**	**-**	**28**	**12**

Source: SANDAG (not so) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002

Note:
DU = Dwelling Unit.

As shown in Table 6.2, the Proposed Project would generate a total of 386 net daily trips, including 31 trips (8-in / 21-out) during the AM peak hour and 40 trips (28-in / 12-out) during the PM peak hour under Horizon year 2035 Conditions. Proposed Project traffic was distributed following the same patterns used for all shown in Figure 3.4. Additionally, due to improvement at the Street "E" and San Elijo Road intersection allowing for northbound left-turn movement previously prohibited under existing conditions, the Proposed Project trip distribution patterns were updated for the following intersections:

2. Street "E" / San Elijo Road
3. San Elijo Road (southbound) / Baker Street
4. San Elijo Road (northbound) / Baker Street

Project trip assignment is shown in **Figure 6.2**.

Horizon Year 2035 Base with Project traffic volumes were derived by combining the Horizon Year 2035 Base traffic volumes (displayed in Figure 6.1) and the project trip assignment volumes (displayed in Figure 6.2). Daily roadway volumes for this scenario are displayed in **Figure 6.3**.

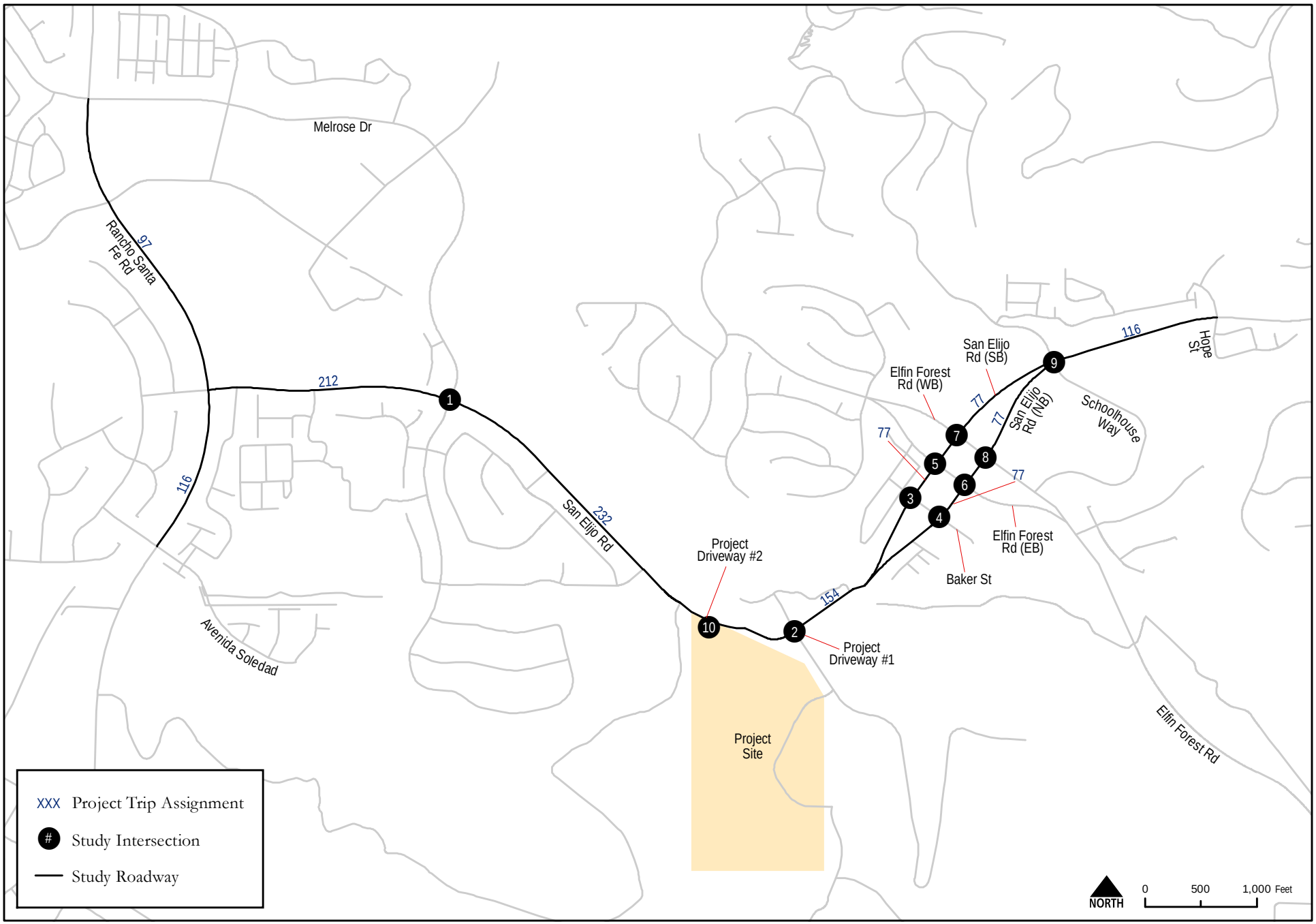

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Figure 6.2

Project Trip Assignment

Horizon Year 2035 Base with Project Conditions

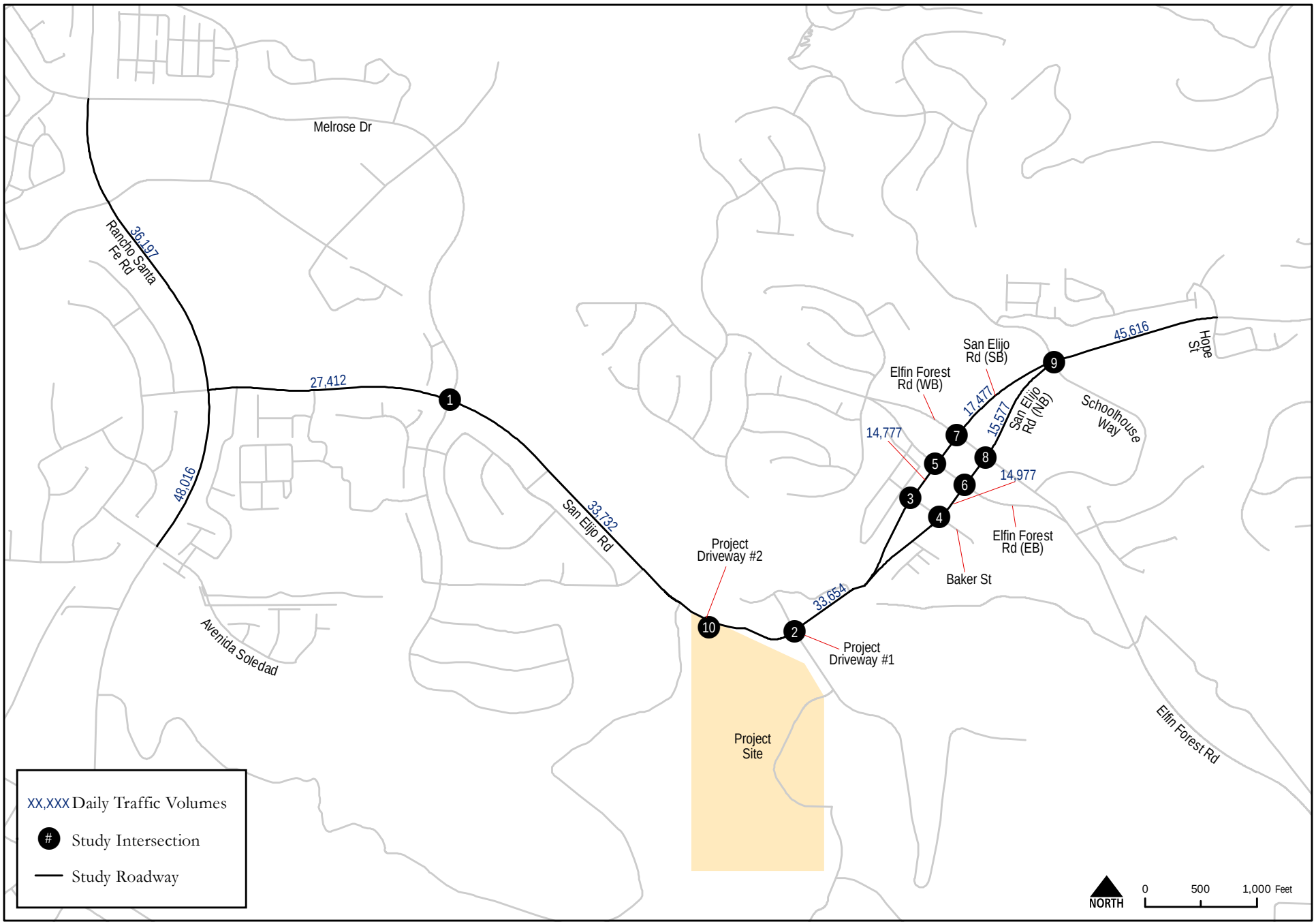

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Figure 6.3

Traffic Volumes - Horizon Year 2035 Base with Project Conditions

6.4 Horizon Year 2035 Base with Project Traffic Conditions

LOS analyses were conducted using the methodologies described in Chapter 2.0. Roadway segment LOS analysis results are discussed below.

6.4.1 Roadway Segment Analysis

Table 6.3 displays the LOS analysis results for key study area roadway segments under Horizon Year 2035 Base with Project Conditions.

Table 6.3 Roadway Segment LOS Results – Horizon Year 2035 Base with Project Conditions

Roadway	Segment	Functional Classification	ADT	LOS Threshold (LOS E)	V/C	LOS	LOS w/o Project	ΔV/C	I?
Rancho Santa Fe Road	Melrose Drive to San Elijo Road	6-Lane Prime Arterial	36,197	60,000	0.603	C	C	0.002	N
Rancho Santa Fe Road	San Elijo Road to Avenida Soledad	6-Lane Prime Arterial	48,016	60,000	0.800	C	C	0.002	N
San Elijo Road	Rancho Santa Fe Road to Melrose Drive	4-Lane Major Arterial	27,412	40,000	0.685	C	C	0.005	N
San Elijo Road	Melrose Drive to Street "E"	4-Lane Major Arterial	33,732	40,000	0.843	D	D	0.006	N
San Elijo Road	Street "E" to Baker Street	4-Lane Major Arterial	33,654	40,000	0.841	D	D	0.004	N
San Elijo Road (SB)	Baker Street to Elfin Forest Road	2-Lane Major Arterial (One-Way)	14,777	22,500	0.657	C	C	0.003	N
San Elijo Road (SB)	Elfin Forest Road to Schoolhouse Way	2-Lane Major Arterial (One-Way)	17,477	22,500	0.777	C	C	0.003	N
San Elijo Road (NB)	Baker Street to Elfin Forest Road	2-Lane Major Arterial (One-Way)	14,977	22,500	0.666	C	C	0.003	N
San Elijo Road (NB)	Elfin Forest Road to Schoolhouse Way	2-Lane Major Arterial (One-Way)	15,577	22,500	0.692	C	C	0.003	N
San Elijo Road	East of Schoolhouse Way	4-Lane Major Arterial	45,616	40,000	1.140	**F**	**F**	0.003	N

Notes:
V/C = Volume / Capacity.
I? = Inconsistency?
Bold indicates substandard LOS E or F.

As shown in Table 6.3, all study area roadway segments would continue to operate at acceptable LOS D or better under Horizon Year 2035 Base with Project conditions, with exception to the following roadway segment:

- San Elijo Road east of Schoolhouse Way – LOS F

Although the roadway segment identified above is projected to continue operating at a substandard LOS with the addition of project traffic, the increase in V/C ratio is less than 0.02. Therefore, based upon the standards set forth in the City of San Marcos TIA Guidelines, the Proposed Project study roadway segment would not be associated with inconsistencies with the TIA Guidelines.

6.5 Mobility Element Inconsistencies and Recommended Improvements

This section identifies recommended improvements for study roadway segments and intersections that would be inconsistent with the Mobility Element with implementation of the Proposed Project under Horizon Year 2035 Base with Project conditions.

6.5.1 Roadway Segments

No City of San Marcos TIA Guidelines inconsistencies were identified. Therefore, no improvements are required.

7.0 Site Access, On-Site Circulation, Driveway Queuing, and Parking

This chapter addresses access to the project site. Topics discussed include site-access and on-site circulation, parking, and driveway queuing.

7.1 Site Access and On-Site Vehicle Circulation

The Proposed Project is located on the south side of San Elijo Road between Fallsview Road and the Loma San Marcos project driveway, near the San Elijo Community within the unincorporated County of San Diego. Project access will be provided via the following two (2) access points:

2. *Street "E" / San Elijo Road* – This driveway, named as Street "E", is located at the eastern end of the Questhaven property. It is an existing T-intersection leg (south) that connects to San Elijo Road and currently provides access to Loma San Marcos Movie Studio. As previously displayed in Figure ES.1 there are currently existing physical barriers along San Elijo Road that prevent left turn movements out of the existing driveway. This access point is analyzed as a side-street-stop-controlled right-in/right-out under Existing, Near Term, and Near Term with Project scenarios. This access point includes one inbound and one outbound lane.

10. *Street "D" / San Elijo Road* – This driveway, named as Street "D", is located at the western end of the property. It will form a side-street stop-controlled, right-in/right-out T-intersection with San Elijo Road. This access point includes one inbound lane and one outbound lane.

The site is comprised of number of private internal roads to provide adequate internal circulation and access to the proposed land uses, as well as to connect to the two project driveways in Streets "D" and "E".

Table 7.1 displays intersection LOS and average vehicle delay results for the two analyzed project driveways under Near-Term Year 2024 Base with Project conditions, as shown previously in Chapter 5 of this report.

Table 7.1 Peak Hour Project Driveway LOS Results

			Near-Term Year 2024 Base with Project[1]			
			AM Peak Hour		PM Peak Hour	
#	Intersection	Control Type	Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
2	Street "E" / San Elijo Road	SSSC	60.5	F	873.4	F
10	Street "D" / San Elijo Road	SSSC	15.6	C	26.8	D

Notes:
SSSC = Side-Street Stop-Controlled. For SSSC, the delay shown is the worst delay experienced by any of the approaches.
[1] Includes improvement (construction of traffic signal) identified in Section 5.7.2.

As shown in Table 7.1, while the access point at Street "D" will operate at LOS D or better during AM and PM peak hours the access point at Street "E" will cause an inconsistency with the Mobility Element. In order to maintain consistency with the Mobility Element at this location an improvement of the installation of a traffic signal was identified as a project improvement.

Table 7.2 displays intersection LOS and average vehicle delay results for the two project access points under Near-Term Year 2024 Base with Project Improvement conditions.

Table 7.2 Peak Hour Project Driveway LOS Results

#	Intersection	Control Type	Near-Term Year 2024 Base with Project[1] AM Peak Hour Avg. Delay (sec.)	AM Peak Hour LOS	PM Peak Hour Avg. Delay (sec.)	PM Peak Hour LOS
2	Street "E" / San Elijo Road	Signal	13.9	B	22.6	C
10	Street "D" / San Elijo Road	SSSC	15.6	C	26.8	D

Notes:
SSSC = Side-Street Stop-Controlled. For SSSC, the delay shown is the worst delay experienced by any of the approaches.
[1] Includes improvement (construction of traffic signal) identified in Section 5.7.2.

As shown in Table 7.2, both access points will operate at LOS D or better during both the AM and PM peak hours in the Near Term 2024 Base with Project Improvements scenario.

7.2 Parking

Parking will be incorporated within the proposed development. Parking pullouts will be provided along all the internal streets. Additionally, each residential lot will have two to three car garage units with the ability to park an additional two (2) cars in each driveway. Per the County of San Diego Ordinance No. 10251, adopted 2013, the Proposed Project is required to supply two vehicle spaces per single family unit. **Table 7.3** displays the Proposed Project's parking requirements.

Table 7.3 Parking Requirements

Type of Occupancy	Units	Requirement	Parking Spaces Required	Parking Spaces Provided
County of San Diego Ordinance No. 10251				
Residential Estate	76	2 spaces / unit	152 spaces	152 to 228 spaces[1]

Note:
The garages for the houses can park up to 3 cars; however, to be conservative only 2 cars were assumed.

As shown in Table 7.3, the Proposed Project will provide enough parking spaces to satisfy the County of San Diego parking requirements.

8.0 Pedestrian, Bicycle, and Transit Assessment

This chapter discusses the project site's alternative transportation modes (walking, bicycling, and transit).

8.1 Pedestrian Facilities

There is an existing soft surface trail directly adjacent to the project site along San Elijo Road, which is consistent with the *City of San Marcos Mobility Element.*

Based on the preliminary review of the Proposed Project's site plan, the Proposed Project would not result in any impacts to pedestrians and would not conflict with existing pedestrian facilities.

8.2 Bicycle Facilities

There are Class II Bicycle Lanes directly adjacent to the project site along San Elijo Road, which is consistent with the *City of San Marcos Bicycle and Pedestrian Master Plan* (May 2015).

Based on the preliminary review of the Proposed Project's site plan, the Proposed Project would not result in any impacts to bicyclists and would not conflict with existing bicycle facilities.

8.3 Transit

North County Transit District (NCTD) Bus Route #304 is located in the vicinity of the Proposed Project; however, it is located approximately one-mile from the project site. Route #304 connects the Palomar College Transit Center to the Encinitas Station with 43 bus stops. Operations start at 4:58 AM and ends at 8:23 PM between Monday through Friday and operates between 7:23 AM to 8:23 PM on Saturday. Route #304 currently does not operate on Sundays. This route operates on 40-minute headways.

Additionally, there are not planned transit facilities within the project study area.

Based on the preliminary review of the Proposed Project's site plan, the Proposed Project would not conflict with existing or planned transit facilities and would not result in any impacts to transit facilities.

Appendix A
Signal Timing Sheets

INTERSECTION: San Elijo & Melrose

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **66**

N/S Street Name: **Melrose**
E/W Street Name: **San Elijo**

Last Database Change: **3/18/2019 11:50**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	**3**	<C+0+0>
Zone Number		<C+0+1>
Area Number	**5**	<C+0+2>
Area Address	**3**	<C+0+3>
QuicNet Channel	**Serial:COM26:**	(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	**20**	<F+0+E>
Red Revert	**5.0**	<F+0+F>
All Red Start	**4.0**	<F+C+0>

Start / Revert Times

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	5	0	5	0	5	0	0
1	Ped FDW	0	18	0	30	0	21	0	0
2	Min Green	7	10	10	9	8	10	0	0
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	1.5	4.0	2.0	4.0	2.0	4.0	0.0	0.0
6	Max Gap	1.5	4.0	2.0	4.0	2.0	4.0	0.0	0.0
7	Min Gap	1.5	4.0	2.0	4.0	2.0	4.0	0.0	0.0
8	Max Limit	15	30	15	30	15	30	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	- - - - - -	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
E	Yellow Change	4.0	5.0	4.0	4.0	4.0	5.0	0.0	0.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0

Phase Timing - Bank 1 <F Page>

Row	E	
0	RR-1 Delay	0
1	RR-1 Clear	0
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	0
9	EV-D Clear	0
A	RR-2 Delay	0
B	RR-2 Clear	0
C	*View EV Delay*	- - -
D	*View EV Clear*	- - -
E	*View RR Delay*	- - -
F	*View RR Clear*	- - -

Preempt Timing

Row	F	
0	Permit	**123456**__
1	Red Lock	**1**___**5**___
2	Yellow Lock	_____
3	Min Recall	_**2**___**6**__
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	**1**___**5**___
D	Man Cntrl Calls	_____
E	Yellow Start	___**4**____
F	First Phases	_**2**___**6**__

Phase Functions <F Page>

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

INTERSECTION: San Elijo & Melrose

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length	0	0	0	0	0	0	0	0	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	0	0	0	0	D
E	Hold Release	0	0	0	0	0	0	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Row		E	Row
0			0
1	Plan 1 - Sync	_____	1
2	Plan 2 - Sync	_____	2
3	Plan 3 - Sync	_____	3
4	Plan 4 - Sync	_____	4
5	Plan 5 - Sync	_____	5
6	Plan 6 - Sync	_____	6
7	Plan 7 - Sync	_____	7
8	Plan 8 - Sync	_____	8
9	Plan 9 - Sync	_____	9
A	Coord Ped *	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E			E
F			F

Configuration <E Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	_____
1	RR-1 Clear Phases	_____
2	RR-2 Clear Phases	_____
3	RR-2 Limited Service	_____
4	Prot / Perm Phases	_____
5	Overlap A - Green Omit	_2_____
6	Overlap B - Green Omit	_____6__
7	Overlap C - Green Omit	_____
8	Overlap D - Green Omit	_____
9	Overlap Yellow Flash	_____
A	EV-A Phases	_2__5___
B	EV-B Phases	___4____
C	EV-C Phases	1____6__
D	EV-D Phases	__3_____
E	Extra 1 Config. Bits	1_3_____
F	IC Select (Interconnect)	_2_____

Coordination <C Page>

	F
RR Overlap A - Phases	_____
RR Overlap B - Phases	_____
RR Overlap C - Phases	_____
RR Overlap D - Phases	_____
Ped 2P	_2_____
Ped 6P	_____6__
Ped 4P	___4____
Ped 8P	_____
Yellow Flash Phases	_____
Overlap A - Phases	_23_____
Overlap B - Phases	___4_6__
Overlap C - Phases	_____
Overlap D - Phases	_____
Restricted Phases	_____
Assign 5 Outputs	1_____

Configuration <E Page>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 =
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

Assign 5 Outputs
(Ped Loadswitch Yellows)
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Force-Off Adjust	0

Coord Force-Off Adjust for Ped Service <C+D+F>

Transition Type	0

TBC Transition <C+D+D>

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Sync Phases <C Page>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_____	1
2	Plan 2 - Lag	_____	2
3	Plan 3 - Lag	_____	3
4	Plan 4 - Lag	_____	4
5	Plan 5 - Lag	_____	5
6	Plan 6 - Lag	_____	6
7	Plan 7 - Lag	_____	7
8	Plan 8 - Lag	_____	8
9	Plan 9 - Lag	_____	9
A	Coord Max *	_____	A
B	Coord Lag *	_____	B
C			C
D			D
E			E
F			F

Lag Phases <C Page>

TOD Coordination
<9 Key with C+D+9=0>

Row	Time	Plan	Offset	Day of Week
0	00:00	0	0	_____
1	00:00	0	0	_____
2	00:00	0	0	_____
3	00:00	0	0	_____
4	00:00	0	0	_____
5	00:00	0	0	_____
6	00:00	0	0	_____
7	00:00	0	0	_____
8	00:00	0	0	_____
9	00:00	0	0	_____
A	00:00	0	0	_____
B	00:00	0	0	_____
C	00:00	0	0	_____
D	00:00	0	0	_____
E	00:00	0	0	_____
F	00:00	0	0	_____

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

TOD Function
<7 Key>

Time	Funct.	Day of Week
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____
00:00	0	_____

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Column F Phases/Bits
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

<D Page>

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____
00:00	0	0	_____

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Time	Plan	Offset	Day of Week	Row
00:00	0	0	_____	0
00:00	0	0	_____	1
00:00	0	0	_____	2
00:00	0	0	_____	3
00:00	0	0	_____	4
00:00	0	0	_____	5
00:00	0	0	_____	6
00:00	0	0	_____	7
00:00	0	0	_____	8
00:00	0	0	_____	9
00:00	0	0	_____	A
00:00	0	0	_____	B
00:00	0	0	_____	C
00:00	0	0	_____	D
00:00	0	0	_____	E
00:00	0	0	_____	F

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Holiday Dates
<8 Key>

Row		Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0	_____
B	Holiday # 2 Date	0	0	0	_____
C	Holiday # 3 Date	0	0	0	_____

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	- - -	- - -	- - -	- - -	- - -
F	- - -	- - -	- - -	- - -	- - -

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	- - -	- - -	- - -	- - -	- - -
F	- - -	- - -	- - -	- - -	- - -

Detector Delay & Carryover <D Page>

Row		9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234____
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	____5678
E	-- -- -- -- -- -- -- --	1234____
F	-- 25 26 27 28 -- -- --	_2345___

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row		0 Detector Number
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

		Phase							
Row	*Column Numbers ---->*	1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	- - - - - -	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

		Phase							
Row	*Column Numbers ---->*	1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	- - - - - -	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row		7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0	Delay Only --->	0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1		0	0							
2		0	0							
3		0	0							
4		0	0							
5		0	0							
6		0	0							
7		0	0							
8		0	0							
9	Limited Service	0	0							
A	Int. --->	- - -	0							
B		0	0							
C		0	0							
D		0	0							
E		0	0							
F		0	0							

<--- Limited Service Interval
(Set Dwell = 255)

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: San Elijo W & Cooke

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **67**

N/S Street Name: **Cooke**
E/W Street Name: **San Elijo N**

Last Database Change: **12/21/2018 14:08**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	**4**	<C/0+0+0>
Zone Number	**0**	<C/0+0+1>
Area Number	**5**	<C/0+0+2>
Area Address	**4**	<C/0+0+3>
QuicNet Channel	**Serial:COM26:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**5.0**	<F/1+C+0>
FYA Red Revert	**0.0**	<F/1+0+5>
OVLP CHG Red	**6.0**	<F/1+0+3>

Start / Revert Times

Exclusive Walk	**0**	<F/1+0+0>
Exclusive FDW	**0**	<F/1+0+1>
All Red Clear	**0.0**	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8	Row
0	Ped Walk	0	0	0	7	0	7	0	7	0
1	Ped FDW	0	0	0	10	0	10	0	10	1
2	Min Green	0	0	0	5	0	10	0	5	2
3	Type 3 Disconnect	0	0	0	0	0	0	0	0	3
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4
5	Veh Extension	0.0	0.0	0.0	2.0	0.0	3.0	0.0	3.0	5
6	Max Gap	0.0	0.0	0.0	2.0	0.0	3.0	0.0	3.0	6
7	Min Gap	0.0	0.0	0.0	2.0	0.0	3.0	0.0	3.0	7
8	Max Limit	0	0	0	40	0	40	0	40	8
9	Max Limit 2	0	0	0	0	0	0	0	0	9
A	Adv. / Delay Walk	0	0	0	3	0	3	0	3	A
B	PE Min Ped FDW	0	0	0	0	0	0	0	0	B
C	Cond Serv Check	0	0	0	0	0	0	0	0	C
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	3.0	0.0	4.5	0.0	3.0	E
F	Red Clear	0.0	0.0	0.0	2.0	0.0	1.5	0.0	2.0	F

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	10
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	10
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

	F	Row
Permit	4 6 8	0
Red Lock	8	1
Yellow Lock		2
Min Recall	6	3
Ped Recall	6	4
View Set Peds	- - - - -	5
Rest In Walk		6
Red Rest		7
Dual Entry	4 8	8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	4 8	E
First Phases	6	F

Phase Functions <C+0+F=1>

Row	*Column Numbers ---->*	Overlap 1	2	3	4	5	6	7	8
	Overlap Name ---->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8	Overlap Recall	N	N	N	N	N	N	N	N
9	Queue Jump Phase								
A	Queue Jump Time	0	0	0	0	0	0	0	0
B	Minimum Green	0	0	0	0	0	0	0	0
C	Maximum Green	0	0	0	0	0	0	0	0
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = 3 Section FYA
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

Row		C
0	EV-A	0
1	EV-B	0
2	EV-C	0
3	EV-D	0
4	RR-1 *	- - -
5	RR-2 *	- - -
6	SE-1	0
7	SE-2	0
8		
9		
A		
B		
C		
D		
E		
F		

Preempt Priority
<C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	*Column Numbers ---->*	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	
B	EV-B Phases	4
C	EV-C Phases	6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1_3_5
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	
Ped for 6P Output	6
Ped for 4P Output	
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	4_7

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	4_6_8
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = FYA/Ped call side
5 = Ped Inhibit FYA
6 = Simplex Master
7 =
8 = Offset Interrupter

Row		2
0		
1	Phase 1	10
2	Phase 2	10
3	Phase 3	10
4	Phase 4	10
5	Phase 5	10
6	Phase 6	10
7	Phase 7	10
8	Phase 8	10
9		
A		
B		
C		
D		
E		
F		

Coordination Transition Minimums
<C+0+C=5>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	60	45	80	90	90	90	100	100	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	30	19	20	25	25	30	35	30	0	4
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	30	19	0	0	0	30	35	30	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	33	14	8	59	52	33	33	33	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	4	4	8	9	9	2	5	6	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Reserved	0	0	0	0	0	0	0	0	0	F

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row		E	Row
0			0
1	Plan 1 - Sync	6	1
2	Plan 2 - Sync	6	2
3	Plan 3 - Sync	6	3
4	Plan 4 - Sync	6	4
5	Plan 5 - Sync	6	5
6	Plan 6 - Sync	6	6
7	Plan 7 - Sync	6	7
8	Plan 8 - Sync	6	8
9	Plan 9 - Sync	6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Coordination - Bank 1 <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

Sync Phases <C+0+C=1>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 4 6 8	1
2	Plan 2 - Lag	2 4 6 8	2
3	Plan 3 - Lag	2 4 6 8	3
4	Plan 4 - Lag	2 4 6 8	4
5	Plan 5 - Lag	2 4 6 8	5
6	Plan 6 - Lag	2 4 6 8	6
7	Plan 7 - Lag	2 4 6 8	7
8	Plan 8 - Lag	2 4 6 8	8
9	Plan 9 - Lag	2 4 6 8	9
A	External Lag		A
B	Lag Hold		B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	One-Shot Timer	0	Latch 1 Set	0	NOT-3	0	Max 2	0	Pretimed	0	Set DOW	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	AND-5 (a)	0	Latch 1 Reset	0	NOT-4	0	Bus Checkin A	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	AND-5 (b)	0	Latch 2 Set	0	OR-4 (a)	0	Bus Checkin B	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	AND-6 (a)	0	Latch 2 Reset	0	OR-4 (b)	0	Bus Checkin C	0	Plan 3	0	Gate Down	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	AND-6 (b)	0	NAND-3 (a)	0	OR-5 (a)	0	Bus Checkin D	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	Reserved		NAND-3 (b)	0	OR-5 (b)	0	Bus Checkout A	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	Reserved		NAND-4 (a)	0	OR-6 (a)	0	Bus Checkout B	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	Reserved		NAND-4 (b)	0	OR-6 (b)	0	Bus Checkout C	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	Spec. Funct. 1	0	OR-7 (a)	0	EXTMR	0	Bus Checkout D	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	Spec. Funct. 2	0	OR-7 (b)	0	External Alarm 1	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm 2	0	NOT-2	0	External Lag	0	9
A	Spec. Funct. 3	0	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	Spec. Funct. 4	0	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	Reserved		OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	Reserved		OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	Reserved		OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	Reserved		OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Reserved		Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Reserved		Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Reserved		Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Reserved		Phase ON - 4	0	Sp Evnt Out 3	0	EXTMR	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Reserved		Phase ON - 5	0	Sp Evnt Out 4	0	One-Shot Timer	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Reserved		Phase ON - 6	0	Sp Evnt Out 5	0	Reserved		Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Reserved		Phase ON - 7	0	Sp Evnt Out 6	0	Latch 1	0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Reserved		Phase ON - 8	0	Sp Evnt Out 7	0	Latch 2	0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Flh Yell Arrow 1	0	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Green 1	0	Ph. Check - 2	0	Coord On	0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Flh Yell Arrow 3	0	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Green 3	0	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Flh Yell Arrow 5	0	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0	AND-5	0	C
D	Green 5	0	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0	AND-6	0	D
E	Flh Yell Arrow 7	0	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0	Reserved		E
F	Green 7	0	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0	Reserved		F

Assignable Outputs <C+0+E=127>

Phase Timing - Bank 2 <C+0+F=2>

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	0	0	7	7	7
1	Ped FDW	0	0	0	0	0	7	6	6
2	Min Green	0	0	0	0	0	7	7	7
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	0.0	0.0	3.0	3.0	3.0
6	Max Gap	0.0	0.0	0.0	0.0	0.0	3.0	3.0	3.0
7	Min Gap	0.0	0.0	0.0	0.0	0.0	3.0	3.0	3.0
8	Max Limit	0	0	0	0	0	40	40	40
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	3.2	3.2	3.2
F	Red Clear	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Hawk Select	0	F/1+0+4>

Hawk Select 200 = Mid-Block, 201 = Hawk

Address	0	<C/1+0+6>
Select Parity	0	<C/1+0+5>

AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Phase Timing - Bank 3 <C+0+F=3>

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	0	0	7	7	7
1	Ped FDW	0	0	0	0	0	7	6	6
2	Min Green	0	0	0	0	0	7	7	7
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	0.0	0.0	3.0	3.0	3.0
6	Max Gap	0.0	0.0	0.0	0.0	0.0	3.0	3.0	3.0
7	Min Gap	0.0	0.0	0.0	0.0	0.0	3.0	3.0	3.0
8	Max Limit	0	0	0	0	0	40	40	40
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	3.2	3.2	3.2
F	Red Clear	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	`
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time	0	<C/5+2+E>
Max Cycle Time	0	<C/5+2+F>

Yellow Yield Coordination

	12345678	
Omit Alarm	12345678	<C/5+F+0>

Local Alarm Disable

Column Numbers ---->		0	1	2	3	1	3
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45_7_	2	123	0.0	0.0
1		40	45_7_	6	123	0.0	0.0
2		41	45_7_	4	123	0.0	0.0
3		42	45_7_	8	123	0.0	0.0
4		43	45_7_	2	123	0.0	0.0
5		44	45_7_	6	123	0.0	0.0
6		45	45_7_	4	123	0.0	0.0
7		46	45_7_	8	123	0.0	0.0
8		47	67_	2	123	0.0	0.0
9		48	67_	6	123	0.0	0.0
A		49	67_	4	123	0.0	0.0
B		50	67_	8	123	0.0	0.0
C		55	45_7_	5	123	0.0	0.0
D		56	45_7_	1	123	0.0	0.0
E		57	45_7_	7	123	0.0	0.0
F		58	45_7_	3	123	0.0	0.0

Column Numbers ---->		4	5	6	7	2	4
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7_	5	123	0.0	0.0
1		60	45_7_	1	123	0.0	0.0
2		61	45_7_	7	123	0.0	0.0
3		62	45_7_	3	123	0.0	0.0
4		63	45_7_	2	123	0.0	0.0
5		64	45_7_	6	123	0.0	0.0
6		65	45_7_	4	123	0.0	0.0
7		66	45_7_	8	123	0.0	0.0
8		67	2	2	123	0.0	0.0
9		68	2	6	123	0.0	0.0
A		69	2	4	123	0.0	0.0
B		70	2	8	123	0.0	0.0
C		76	45_7_	2	123	0.0	0.0
D		77	45_7_	6	123	0.0	0.0
E		78	45_7_	4	123	0.0	0.0
F		79	45_7_	8	123	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ---->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	5	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

Ped Ovlp Parent Ph	0	<E/125+D+1>
Ped Ovlp Phases		<E/125+D+2>
RR1 Exit Phases		<E/125+D+3>
Excl Ped/Ped Svc	0	<E/125+D+4>

Miscellaneous

	B	Row
One-Shot	0.0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	E	A	1234567
1	07 : 00	8	A	_23456_
2	09 : 30	1	A	_23456_
3	13 : 00	6	A	_23456_
4	16 : 30	7	A	_23456_
5	19 : 00	E	A	_23456_
6	09 : 00	E	A	1_____7
7	18 : 00	E	A	1_____7
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
07 : 00	4	_23456_	_____6__
20 : 00	4	_23456_	_____
09 : 00	4	1_____7	_____6__
18 : 00	4	1_____7	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

Month Select: October = A, November = B, Decmber = C

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

Special Event Schedule -- Table 1 <C+0+E=27>

0 <E/27+5+F>

Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

Special Event Schedule -- Table 2 <C+0+E=28>

0 <E/28+5+F>

Limited Service Interval

Min Time (seconds)	**0**	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	**255**	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	**0**	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel	_____	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Row		
C	Bus Headway	**0**
D	Bus Delay	**0**
E	Max Early Grn	**0**
F	Max Grn Ext.	**0**

Priority Parameters
<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0	**00 : 00**	**0**	**0**	_____
1	**00 : 00**	**0**	**0**	_____
2	**00 : 00**	**0**	**0**	_____
3	**00 : 00**	**0**	**0**	_____
4	**00 : 00**	**0**	**0**	_____
5	**00 : 00**	**0**	**0**	_____
6	**00 : 00**	**0**	**0**	_____
7	**00 : 00**	**0**	**0**	_____
8	**00 : 00**	**0**	**0**	_____
9	**00 : 00**	**0**	**0**	_____
A	**00 : 00**	**0**	**0**	_____
B	**00 : 00**	**0**	**0**	_____
C	**00 : 00**	**0**	**0**	_____
D	**00 : 00**	**0**	**0**	_____
E	**00 : 00**	**0**	**0**	_____
F	**00 : 00**	**0**	**0**	_____

Headway Schedule <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: San Elijo E & Baker

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **52**

N/S Street Name: **Baker**
E/W Street Name: **San Elijo**

Last Database Change: **12/21/2018 8:09**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	**1**	<C/0+0+0>
Zone Number	**0**	<C/0+0+1>
Area Number	**0**	<C/0+0+2>
Area Address	**3**	<C/0+0+3>
QuicNet Channel	**Serial:COM26:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**5.0**	<F/1+C+0>
FYA Red Revert	**2.0**	<F/1+0+5>
OVLP CHG Red	**6.0**	<F/1+0+3>

Start / Revert Times

Exclusive Walk	**0**	<F/1+0+0>
Exclusive FDW	**0**	<F/1+0+1>
All Red Clear	**0.0**	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	0	0	7
1	Ped FDW	0	10	0	10	0	0	0	10
2	Min Green	0	10	0	8	0	0	0	8
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0
6	Max Gap	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0
7	Min Gap	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0
8	Max Limit	0	40	0	35	0	0	0	35
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	3	0	3	0	0	0	3
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0
F	Red Clear	0.0	1.5	0.0	1.5	0.0	0.0	0.0	1.5

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	10
EV-A Delay	0
EV-A Clear	5
EV-B Delay	0
EV-B Clear	5
EV-C Delay	0
EV-C Clear	5
EV-D Delay	0
EV-D Clear	5
RR-2 Delay	0
RR-2 Clear	10
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row	F
0	Permit: _2_4___8
1	Red Lock: _____
2	Yellow Lock: _____
3	Min Recall: _2_____
4	Ped Recall: _2_____
5	*View Set Peds*: - - - - -
6	Rest In Walk: _____
7	Red Rest: _____
8	Dual Entry: ___4___8
9	Max Recall: _____
A	Soft Recall: _____
B	Max 2: _____
C	Cond. Service: _____
D	Man Cntrl Calls: _____
E	Yellow Start: ___4___8
F	First Phases: _2_____

Phase Functions <C+0+F=1>

Overlap Assignments <C+0+E=29>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number	0	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases									1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8	Overlap Recall	N	N	N	N	N	N	N	N	8
9	Queue Jump Phase									9
A	Queue Jump Time	0	0	0	0	0	0	0	0	A
B	Minimum Green	0	0	0	0	0	0	0	0	B
C	Maximum Green	0	0	0	0	0	0	0	0	C
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	F

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = 3 Section FYA
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	- - -	4
RR-2 *	- - -	5
SE-1	0	6
SE-2	0	7

Preempt Priority <C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E	Row
0	Exclusive Phases		0
1	RR-1 Clear Phases		1
2	RR-2 Clear Phases		2
3	RR-2 Limited Service		3
4	Prot / Perm Phases		4
5	Flash to PE Circuits		5
6	Flash Entry Phases		6
7	Disable Yellow Range		7
8	Disable Ovp Yel Range		8
9	Overlap Yellow Flash		9
A	EV-A Phases	2	A
B	EV-B Phases	4	B
C	EV-C Phases		C
D	EV-D Phases	8	D
E	Extra 1 Config. Bits	1 3 5	E
F	IC Select (Interconnect)	2	F

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	4 7

Configuration <C+0+E=125>

	F	Row
Fast Green Flash Phase		0
Green Flash Phases		1
Flashing Walk Phases		2
Guaranteed Passage		3
Simultaneous Gap Term	12345678	4
Sequential Timing		5
Advance Walk Phases	2 4 8	6
Delay Walk Phases		7
External Recall		8
Start-up Overlap Green		9
Max Extension		A
Inhibit Ped Reservice		B
Semi-Actuated		C
Start-up Overlap Yellow		D
Start-up Vehicle Calls	12345678	E
Start-up Ped Calls	12345678	F

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = FYA/Ped call side
5 = Ped Inhibit FYA
6 = Simplex Master
7 =
8 = Offset Interrupter

	2	Row
		0
Phase 1	10	1
Phase 2	10	2
Phase 3	10	3
Phase 4	10	4
Phase 5	10	5
Phase 6	10	6
Phase 7	10	7
Phase 8	10	8

Coordination Transition Minimums <C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row		Plan 1	2	3	4	5	6	7	8	9	Row
	Column Numbers ---->										
	Plan Name ---->										
0	Cycle Length	60	100	100	100	100	90	100	100	100	0
1	Phase 1 - ForceOff	0	65	65	65	65	0	0	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	25	25	25	25	0	0	25	25	3
4	Phase 4 - ForceOff	35	40	40	40	40	35	40	40	40	4
5	Phase 5 - ForceOff	0	65	65	65	65	0	0	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	25	25	25	25	0	0	25	25	7
8	Phase 8 - ForceOff	35	40	40	40	40	35	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	1	12	12	12	12	6	8	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Reserved	0	0	0	0	0	0	0	0	0	F

Row		E	Row
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Coordination - Bank 1 <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Sync Phases <C+0+C=1>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag	_____	A
B	Lag Hold	_____	B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	One-Shot Timer	0	Latch 1 Set	0	NOT-3	0	Max 2	0	Pretimed	0	Set DOW	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	AND-5 (a)	0	Latch 1 Reset	0	NOT-4	0	Bus Checkin A	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	AND-5 (b)	0	Latch 2 Set	0	OR-4 (a)	0	Bus Checkin B	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	AND-6 (a)	0	Latch 2 Reset	0	OR-4 (b)	0	Bus Checkin C	0	Plan 3	0	Gate Down	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	AND-6 (b)	0	NAND-3 (a)	0	OR-5 (a)	0	Bus Checkin D	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	Reserved		NAND-3 (b)	0	OR-5 (b)	0	Bus Checkout A	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	Reserved		NAND-4 (a)	0	OR-6 (a)	0	Bus Checkout B	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	Reserved		NAND-4 (b)	0	OR-6 (b)	0	Bus Checkout C	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	Spec. Funct. 1	0	OR-7 (a)	0	EXTMR	0	Bus Checkout D	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	Spec. Funct. 2	0	OR-7 (b)	0	External Alarm 1	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm 2	0	NOT-2	0	External Lag	0	9
A	Spec. Funct. 3	0	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	Spec. Funct. 4	0	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	Reserved		OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	Reserved		OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	Reserved		OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	Reserved		OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Reserved		Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Reserved		Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Reserved		Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Reserved		Phase ON - 4	0	Sp Evnt Out 3	0	EXTMR	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Reserved		Phase ON - 5	0	Sp Evnt Out 4	0	One-Shot Timer	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Reserved		Phase ON - 6	0	Sp Evnt Out 5	0	Reserved		Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Reserved		Phase ON - 7	0	Sp Evnt Out 6	0	Latch 1	0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Reserved		Phase ON - 8	0	Sp Evnt Out 7	0	Latch 2	0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Flh Yell Arrow 1	0	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Green 1	0	Ph. Check - 2	0	Coord On	0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Flh Yell Arrow 3	0	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Green 3	0	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Flh Yell Arrow 5	0	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0	AND-5	0	C
D	Green 5	0	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0	AND-6	0	D
E	Flh Yell Arrow 7	0	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0	Reserved		E
F	Green 7	0	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0	Reserved		F

Assignable Outputs <C+0+E=127>

Phase Timing - Bank 2 <C+0+F=2>

Row	Column Numbers ----> / Phase Names ---->	1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Hawk Select	0	F/1+0+4>

Hawk Select 200 = Mid-Block, 201 = Hawk

Address	0	<C/1+0+6>
Select Parity	0	<C/1+0+5>

AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Phase Timing - Bank 3 <C+0+F=3>

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	`
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time	0	<C/5+2+E>
Max Cycle Time	20	<C/5+2+F>

Yellow Yield Coordination

	12345678	
Omit Alarm	12345678	<C/5+F+0>

Local Alarm Disable

Column Numbers ---->		0	1	2	3	1	3
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	___45_7_	_2_____	123_____	0.0	0.0
1		40	___45_7_	_____6__	123_____	0.0	0.0
2		41	___45_7_	___4____	123_____	0.0	0.0
3		42	___45_7_	_______8	123_____	0.0	0.0
4		43	___45_7_	_2_____	123_____	0.0	0.0
5		44	___45_7_	_____6__	123_____	0.0	0.0
6		45	___45_7_	___4____	123_____	0.0	0.0
7		46	___45_7_	_______8	123_____	0.0	0.0
8		47	_____67_	_2_____	123_____	0.0	0.0
9		48	_____67_	_____6__	123_____	0.0	0.0
A		49	_____67_	___4____	123_____	0.0	0.0
B		50	_____67_	_______8	123_____	0.0	0.0
C		55	___45_7_	____5___	123_____	0.0	0.0
D		56	___45_7_	1_____	123_____	0.0	0.0
E		57	___45_7_	_____7_	123_____	0.0	0.0
F		58	___45_7_	__3_____	123_____	0.0	0.0

		4	5	6	7	2	4
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	___45_7_	____5___	123_____	0.0	0.0
1		60	___45_7_	1_____	123_____	0.0	0.0
2		61	___45_7_	_____7_	123_____	0.0	0.0
3		62	___45_7_	__3_____	123_____	0.0	0.0
4		63	___45_7_	_2_____	123_____	0.0	0.0
5		64	___45_7_	_____6__	123_____	0.0	0.0
6		65	___45_7_	___4____	123_____	0.0	0.0
7		66	___45_7_	_______8	123_____	0.0	0.0
8		67	_2_____	_2_____	123_____	0.0	0.0
9		68	_2_____	_____6__	123_____	0.0	0.0
A		69	_2_____	___4____	123_____	0.0	0.0
B		70	_2_____	_______8	123_____	0.0	0.0
C		76	___45_7_	_2_____	123_____	0.0	0.0
D		77	___45_7_	_____6__	123_____	0.0	0.0
E		78	___45_7_	___4____	123_____	0.0	0.0
F		79	___45_7_	_______8	123_____	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
*Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	5	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

Ped Ovlp Parent Ph	0	<E/125+D+1>
Ped Ovlp Phases	_____	<E/125+D+2>
RR1 Exit Phases	_____	<E/125+D+3>
Excl Ped/Ped Svc	0	<E/125+D+4>

Miscellaneous

	B	Row
One-Shot	0.0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	E	A	1234567
1	07 : 00	6	A	_23456_
2	09 : 30	1	A	_23456_
3	13 : 00	6	A	_23456_
4	16 : 30	7	A	_23456_
5	19 : 00	E	A	_23456_
6	09 : 00	E	A	1_____7
7	18 : 00	E	A	1_____7
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
07 : 00	4	_23456_	_2_____
20 : 00	4	_23456_	_____
09 : 00	4	1_____7	_2_____
18 : 00	4	1_____7	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

Month Select: October = A, November = B, Decmber = C

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

0 <E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

0 <E/28+5+F>
Limited Service Interval

Min Time (seconds)	**0**	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	**255**	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	**0**	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel	_____	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Row		
C	Bus Headway	**0**
D	Bus Delay	**0**
E	Max Early Grn	**0**
F	Max Grn Ext.	**0**

Priority Parameters
<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0	**00 : 00**	**0**	**0**	_____
1	**00 : 00**	**0**	**0**	_____
2	**00 : 00**	**0**	**0**	_____
3	**00 : 00**	**0**	**0**	_____
4	**00 : 00**	**0**	**0**	_____
5	**00 : 00**	**0**	**0**	_____
6	**00 : 00**	**0**	**0**	_____
7	**00 : 00**	**0**	**0**	_____
8	**00 : 00**	**0**	**0**	_____
9	**00 : 00**	**0**	**0**	_____
A	**00 : 00**	**0**	**0**	_____
B	**00 : 00**	**0**	**0**	_____
C	**00 : 00**	**0**	**0**	_____
D	**00 : 00**	**0**	**0**	_____
E	**00 : 00**	**0**	**0**	_____
F	**00 : 00**	**0**	**0**	_____

Headway Schedule <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: San Elijo W & Elfin Forest S

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **71**

N/S Street Name: **Elfin Forest W**
E/W Street Name: **San Elijo N**

Last Database Change: **12/21/2018 14:06**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	**8**	<C/0+0+0>
Zone Number	**0**	<C/0+0+1>
Area Number	**5**	<C/0+0+2>
Area Address	**8**	<C/0+0+3>
QuicNet Channel	**Serial:COM26:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**5.0**	<F/1+C+0>
FYA Red Revert	**2.0**	<F/1+0+5>
OVLP CHG Red	**6.0**	<F/1+0+3>

Start / Revert Times

Exclusive Walk	**0**	<F/1+0+0>
Exclusive FDW	**0**	<F/1+0+1>
All Red Clear	**0.0**	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	7	0	7	0	0
1	Ped FDW	0	0	0	10	0	10	0	0
2	Min Green	0	0	0	5	0	10	0	0
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
6	Max Gap	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
7	Min Gap	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
8	Max Limit	0	0	0	40	0	40	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	3	0	3	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	3.0	0.0	4.5	0.0	0.0
F	Red Clear	0.0	0.0	0.0	2.0	0.0	1.5	0.0	0.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

E	
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	1
EV-B Clear	5
EV-C Delay	1
EV-C Clear	5
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

F		Row
Permit	4 6	0
Red Lock		1
Yellow Lock		2
Min Recall	6	3
Ped Recall	6	4
View Set Peds	- - - - -	5
Rest In Walk		6
Red Rest		7
Dual Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	4	E
First Phases	6	F

Phase Functions <C+0+F=1>

Overlap Assignments <C+0+E=29>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number	0	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases									1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8	Overlap Recall	N	N	N	N	N	N	N	N	8
9	Queue Jump Phase									9
A	Queue Jump Time	0	0	0	0	0	0	0	0	A
B	Minimum Green	0	0	0	0	0	0	0	0	B
C	Maximum Green	0	0	0	0	0	0	0	0	C
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	F

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = 3 Section FYA
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	- - -	4
RR-2 *	- - -	5
SE-1	0	6
SE-2	0	7

Preempt Priority
<C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E	Row
0	Exclusive Phases		0
1	RR-1 Clear Phases		1
2	RR-2 Clear Phases		2
3	RR-2 Limited Service		3
4	Prot / Perm Phases		4
5	Flash to PE Circuits		5
6	Flash Entry Phases		6
7	Disable Yellow Range		7
8	Disable Ovp Yel Range		8
9	Overlap Yellow Flash		9
A	EV-A Phases		A
B	EV-B Phases	4	B
C	EV-C Phases	6	C
D	EV-D Phases		D
E	Extra 1 Config. Bits	1_3_5	E
F	IC Select (Interconnect)	2	F

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	4_7

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	4_6
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = FYA/Ped call side
5 = Ped Inhibit FYA
6 = Simplex Master
7 =
8 = Offset Interrupter

	2	Row
		0
Phase 1	10	1
Phase 2	10	2
Phase 3	10	3
Phase 4	10	4
Phase 5	10	5
Phase 6	10	6
Phase 7	10	7
Phase 8	10	8

Coordination Transition Minimums
<C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	60	45	80	90	90	90	100	100	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	30	21	30	30	30	30	30	30	0	4
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	25	44	0	55	55	25	25	25	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	1	12	8	9	9	2	4	5	0	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Reserved	0	0	0	0	0	0	0	0	0	F

Row		E	Row
0			0
1	Plan 1 - Sync	6	1
2	Plan 2 - Sync	6	2
3	Plan 3 - Sync	6	3
4	Plan 4 - Sync	6	4
5	Plan 5 - Sync	6	5
6	Plan 6 - Sync	6	6
7	Plan 7 - Sync	6	7
8	Plan 8 - Sync	6	8
9	Plan 9 - Sync	6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Coordination - Bank 1 <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

Sync Phases <C+0+C=1>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 4 6 8	1
2	Plan 2 - Lag	2 4 6 8	2
3	Plan 3 - Lag	2 4 6 8	3
4	Plan 4 - Lag	2 4 6 8	4
5	Plan 5 - Lag	2 4 6 8	5
6	Plan 6 - Lag	2 4 6 8	6
7	Plan 7 - Lag	2 4 6 8	7
8	Plan 8 - Lag	2 4 6 8	8
9	Plan 9 - Lag	2 4 6 8	9
A	External Lag		A
B	Lag Hold		B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	One-Shot Timer	0	Latch 1 Set	0	NOT-3	0	Max 2	0	Pretimed	0	Set DOW	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	AND-5 (a)	0	Latch 1 Reset	0	NOT-4	0	Bus Checkin A	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	AND-5 (b)	0	Latch 2 Set	0	OR-4 (a)	0	Bus Checkin B	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	AND-6 (a)	0	Latch 2 Reset	0	OR-4 (b)	0	Bus Checkin C	0	Plan 3	0	Gate Down	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	AND-6 (b)	0	NAND-3 (a)	0	OR-5 (a)	0	Bus Checkin D	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	Reserved		NAND-3 (b)	0	OR-5 (b)	0	Bus Checkout A	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	Reserved		NAND-4 (a)	0	OR-6 (a)	0	Bus Checkout B	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	Reserved		NAND-4 (b)	0	OR-6 (b)	0	Bus Checkout C	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	Spec. Funct. 1	0	OR-7 (a)	0	EXTMR	0	Bus Checkout D	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	Spec. Funct. 2	0	OR-7 (b)	0	External Alarm 1	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm 2	0	NOT-2	0	External Lag	0	9
A	Spec. Funct. 3	0	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	Spec. Funct. 4	0	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	Reserved		OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	Reserved		OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	Reserved		OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	Reserved		OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Reserved		Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Reserved		Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Reserved		Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Reserved		Phase ON - 4	0	Sp Evnt Out 3	0	EXTMR	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Reserved		Phase ON - 5	0	Sp Evnt Out 4	0	One-Shot Timer	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Reserved		Phase ON - 6	0	Sp Evnt Out 5	0	Reserved		Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Reserved		Phase ON - 7	0	Sp Evnt Out 6	0	Latch 1	0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Reserved		Phase ON - 8	0	Sp Evnt Out 7	0	Latch 2	0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Flh Yell Arrow 1	0	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Green 1	0	Ph. Check - 2	0	Coord On	0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Flh Yell Arrow 3	0	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Green 3	0	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Flh Yell Arrow 5	0	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0	AND-5	0	C
D	Green 5	0	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0	AND-6	0	D
E	Flh Yell Arrow 7	0	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0	Reserved		E
F	Green 7	0	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0	Reserved		F

Assignable Outputs <C+0+E=127>

Phase Timing - Bank 2 <C+0+F=2>

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	7	0	7	0	0
1	Ped FDW	0	0	0	5	0	5	0	0
2	Min Green	0	0	0	7	0	7	0	0
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
6	Max Gap	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
7	Min Gap	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
8	Max Limit	0	0	0	40	0	40	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	3.2	0.0	3.2	0.0	0.0
F	Red Clear	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Hawk Select	0	F/1+0+4>

Hawk Select 200 = Mid-Block, 201 = Hawk

Address	0	<C/1+0+6>
Select Parity	0	<C/1+0+5>

AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Phase Timing - Bank 3 <C+0+F=3>

Row		Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	7	0	7	0	0
1	Ped FDW	0	0	0	5	0	5	0	0
2	Min Green	0	0	0	7	0	7	0	0
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
6	Max Gap	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
7	Min Gap	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
8	Max Limit	0	0	0	40	0	40	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	3.2	0.0	3.2	0.0	0.0
F	Red Clear	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	`
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time	0	<C/5+2+E>
Max Cycle Time	20	<C/5+2+F>

Yellow Yield Coordination

	12345678	
Omit Alarm	12345678	<C/5+F+0>

Local Alarm Disable

Column Numbers ---->		0	1	2	3	1	3
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45_7_	2	123	0.0	0.0
1		40	45_7_	6	123	0.0	0.0
2		41	45_7_	4	123	0.0	0.0
3		42	45_7_	8	123	0.0	0.0
4		43	45_7_	2	123	0.0	0.0
5		44	45_7_	6	123	0.0	0.0
6		45	45_7_	4	123	0.0	0.0
7		46	45_7_	8	123	0.0	0.0
8		47	67_	2	123	0.0	0.0
9		48	67_	6	123	0.0	0.0
A		49	67_	4	123	0.0	0.0
B		50	67_	8	123	0.0	0.0
C		55	45_7_	5	123	0.0	0.0
D		56	45_7_	1	123	0.0	0.0
E		57	45_7_	7	123	0.0	0.0
F		58	45_7_	3	123	0.0	0.0

		4	5	6	7	2	4
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7_	5	123	0.0	0.0
1		60	45_7_	1	123	0.0	0.0
2		61	45_7_	7	123	0.0	0.0
3		62	45_7_	3	123	0.0	0.0
4		63	45_7_	2	123	0.0	0.0
5		64	45_7_	6	123	0.0	0.0
6		65	45_7_	4	123	0.0	0.0
7		66	45_7_	8	123	0.0	0.0
8		67	2	2	123	0.0	0.0
9		68	2	6	123	0.0	0.0
A		69	2	4	123	0.0	0.0
B		70	2	8	123	0.0	0.0
C		76	45_7_	2	123	0.0	0.0
D		77	45_7_	6	123	0.0	0.0
E		78	45_7_	4	123	0.0	0.0
F		79	45_7_	8	123	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ---->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	5	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

Ped Ovlp Parent Ph	0	<E/125+D+1>
Ped Ovlp Phases		<E/125+D+2>
RR1 Exit Phases		<E/125+D+3>
Excl Ped/Ped Svc	0	<E/125+D+4>

Miscellaneous

	B	Row
One-Shot	0.0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	E	A	1234567
1	07 : 00	8	A	_23456_
2	09 : 30	1	A	_23456_
3	13 : 00	6	A	_23456_
4	16 : 30	7	A	_23456_
5	19 : 00	E	A	_23456_
6	09 : 00	E	A	1_____7
7	18 : 00	E	A	1_____7
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
07 : 00	4	_23456_	_____6__
20 : 00	4	_23456_	_____
09 : 00	4	1_____7	_____6__
00 : 00	4	1_____7	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

Month Select: October = A, November = B, Decmber = C

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

0 <E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

0 <E/28+5+F>
Limited Service Interval

Min Time (seconds)	**0**

<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	**255**

<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	**0**

<F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel	_____

<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Row		
C	Bus Headway	**0**
D	Bus Delay	**0**
E	Max Early Grn	**0**
F	Max Grn Ext.	**0**

Priority Parameters

<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0	**00 : 00**	**0**	**0**	_____
1	**00 : 00**	**0**	**0**	_____
2	**00 : 00**	**0**	**0**	_____
3	**00 : 00**	**0**	**0**	_____
4	**00 : 00**	**0**	**0**	_____
5	**00 : 00**	**0**	**0**	_____
6	**00 : 00**	**0**	**0**	_____
7	**00 : 00**	**0**	**0**	_____
8	**00 : 00**	**0**	**0**	_____
9	**00 : 00**	**0**	**0**	_____
A	**00 : 00**	**0**	**0**	_____
B	**00 : 00**	**0**	**0**	_____
C	**00 : 00**	**0**	**0**	_____
D	**00 : 00**	**0**	**0**	_____
E	**00 : 00**	**0**	**0**	_____
F	**00 : 00**	**0**	**0**	_____

Headway Schedule <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: San Elijo E & Elfin Forest S

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **70**

N/S Street Name: **Elfin Forest W**
E/W Street Name: **San Elijo S**

Last Database Change: **12/20/2018 17:00**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	**7**	<C/0+0+0>
Zone Number	**0**	<C/0+0+1>
Area Number	**5**	<C/0+0+2>
Area Address	**7**	<C/0+0+3>
QuicNet Channel	**Serial:COM26:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**5.0**	<F/1+C+0>
FYA Red Revert	**2.0**	<F/1+0+5>
OVLP CHG Red	**6.0**	<F/1+0+3>

Start / Revert Times

Exclusive Walk	**0**	<F/1+0+0>
Exclusive FDW	**0**	<F/1+0+1>
All Red Clear	**0.0**	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	0	0	0
1	Ped FDW	0	10	0	10	0	0	0	0
2	Min Green	0	10	0	5	0	0	0	0
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
6	Max Gap	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
7	Min Gap	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
8	Max Limit	0	40	0	40	0	0	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	3	0	3	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	3.0	0.0	3.5	0.0	0.0	0.0	0.0
F	Red Clear	0.0	2.0	0.0	1.5	0.0	0.0	0.0	0.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	1
EV-A Clear	5
EV-B Delay	1
EV-B Clear	5
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	_2_4____
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_2_____
4	Ped Recall	_2_____
5	*View Set Peds*	- - - - -
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	___4____
F	First Phases	_2_____

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number	0	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases									1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8	Overlap Recall	N	N	N	N	N	N	N	N	8
9	Queue Jump Phase									9
A	Queue Jump Time	0	0	0	0	0	0	0	0	A
B	Minimum Green	0	0	0	0	0	0	0	0	B
C	Maximum Green	0	0	0	0	0	0	0	0	C
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	F

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = 3 Section FYA
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

Row		C	Row
	EV-A	0	0
	EV-B	0	1
	EV-C	0	2
	EV-D	0	3
	RR-1 *	- - -	4
	RR-2 *	- - -	5
	SE-1	0	6
	SE-2	0	7

Preempt Priority
<C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	4
C	EV-C Phases	
D	EV-D Phases	
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	
Ped for 4P Output	4
Ped for 8P Output	
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	4 7

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	2 4
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = FYA/Ped call side
5 = Ped Inhibit FYA
6 = Simplex Master
7 =
8 = Offset Interrupter

Row		2	Row
	Phase 1	10	0
	Phase 2	10	1
	Phase 3	10	2
	Phase 4	10	3
	Phase 5	10	4
	Phase 6	10	5
	Phase 7	10	6
	Phase 8	10	7

Coordination Transition Minimums
<C+0+C=5>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length	60	0	80	90	90	90	100	0	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	30	0	30	30	30	30	30	0	0	4
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	8	0	12	8	86	8	8	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	1	0	8	9	9	2	5	0	0	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Reserved	0	0	0	0	0	0	0	0	0	F

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row		E	Row
0			0
1	Plan 1 - Sync	_2_____	1
2	Plan 2 - Sync	_2_____	2
3	Plan 3 - Sync	_2_____	3
4	Plan 4 - Sync	_2_____	4
5	Plan 5 - Sync	_2_____	5
6	Plan 6 - Sync	_2_____	6
7	Plan 7 - Sync	_2_____	7
8	Plan 8 - Sync	_2_____	8
9	Plan 9 - Sync	_2_____	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Coordination - Bank 1 <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Sync Phases <C+0+C=1>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag	_____	A
B	Lag Hold	_____	B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	One-Shot Timer	0	Latch 1 Set	0	NOT-3	0	Max 2	0	Pretimed	0	Set DOW	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	AND-5 (a)	0	Latch 1 Reset	0	NOT-4	0	Bus Checkin A	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	AND-5 (b)	0	Latch 2 Set	0	OR-4 (a)	0	Bus Checkin B	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	AND-6 (a)	0	Latch 2 Reset	0	OR-4 (b)	0	Bus Checkin C	0	Plan 3	0	Gate Down	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	AND-6 (b)	0	NAND-3 (a)	0	OR-5 (a)	0	Bus Checkin D	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	Reserved		NAND-3 (b)	0	OR-5 (b)	0	Bus Checkout A	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	Reserved		NAND-4 (a)	0	OR-6 (a)	0	Bus Checkout B	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	Reserved		NAND-4 (b)	0	OR-6 (b)	0	Bus Checkout C	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	Spec. Funct. 1	0	OR-7 (a)	0	EXTMR	0	Bus Checkout D	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	Spec. Funct. 2	0	OR-7 (b)	0	External Alarm 1	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm 2	0	NOT-2	0	External Lag	0	9
A	Spec. Funct. 3	0	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	Spec. Funct. 4	0	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	Reserved		OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	Reserved		OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	Reserved		OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	Reserved		OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Reserved		Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Reserved		Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Reserved		Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Reserved		Phase ON - 4	0	Sp Evnt Out 3	0	EXTMR	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Reserved		Phase ON - 5	0	Sp Evnt Out 4	0	One-Shot Timer	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Reserved		Phase ON - 6	0	Sp Evnt Out 5	0	Reserved		Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Reserved		Phase ON - 7	0	Sp Evnt Out 6	0	Latch 1	0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Reserved		Phase ON - 8	0	Sp Evnt Out 7	0	Latch 2	0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Flh Yell Arrow 1	0	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Green 1	0	Ph. Check - 2	0	Coord On	0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Flh Yell Arrow 3	0	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Green 3	0	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Flh Yell Arrow 5	0	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0	AND-5	0	C
D	Green 5	0	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0	AND-6	0	D
E	Flh Yell Arrow 7	0	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0	Reserved		E
F	Green 7	0	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0	Reserved		F

Assignable Outputs <C+0+E=127>

Phase Timing - Bank 2 <C+0+F=2>

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	0	0	0
1	Ped FDW	0	5	0	5	0	0	0	0
2	Min Green	0	7	0	7	0	0	0	0
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
6	Max Gap	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
7	Min Gap	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
8	Max Limit	0	40	0	40	0	0	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	3.2	0.0	3.2	0.0	0.0	0.0	0.0
F	Red Clear	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Hawk Select	0	F/1+0+4>

Hawk Select 200 = Mid-Block, 201 = Hawk

Address	0	<C/1+0+6>
Select Parity	0	<C/1+0+5>

AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	`
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time	0	<C/5+2+E>
Max Cycle Time	20	<C/5+2+F>

Yellow Yield Coordination

	12345678	
Omit Alarm	12345678	<C/5+F+0>

Local Alarm Disable

Phase Timing - Bank 3 <C+0+F=3>

Row		Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	0	0	0
1	Ped FDW	0	5	0	5	0	0	0	0
2	Min Green	0	7	0	7	0	0	0	0
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
6	Max Gap	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
7	Min Gap	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
8	Max Limit	0	40	0	40	0	0	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	3.2	0.0	3.2	0.0	0.0	0.0	0.0
F	Red Clear	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Column Numbers ---->		0	1	2	3	1	3
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45_7_	2	123	0.0	0.0
1		40	45_7_	6	123	0.0	0.0
2		41	45_7_	4	123	0.0	0.0
3		42	45_7_	8	123	0.0	0.0
4		43	45_7_	2	123	0.0	0.0
5		44	45_7_	6	123	0.0	0.0
6		45	45_7_	4	123	0.0	0.0
7		46	45_7_	8	123	0.0	0.0
8		47	67_	2	123	0.0	0.0
9		48	67_	6	123	0.0	0.0
A		49	67_	4	123	0.0	0.0
B		50	67_	8	123	0.0	0.0
C		55	45_7_	5	123	0.0	0.0
D		56	45_7_	1	123	0.0	0.0
E		57	45_7_	7	123	0.0	0.0
F		58	45_7_	3	123	0.0	0.0

		4	5	6	7	2	4
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7_	5	123	0.0	0.0
1		60	45_7_	1	123	0.0	0.0
2		61	45_7_	7	123	0.0	0.0
3		62	45_7_	3	123	0.0	0.0
4		63	45_7_	2	123	0.0	0.0
5		64	45_7_	6	123	0.0	0.0
6		65	45_7_	4	123	0.0	0.0
7		66	45_7_	8	123	0.0	0.0
8		67	2	2	123	0.0	0.0
9		68	2	6	123	0.0	0.0
A		69	2	4	123	0.0	0.0
B		70	2	8	123	0.0	0.0
C		76	45_7_	2	123	0.0	0.0
D		77	45_7_	6	123	0.0	0.0
E		78	45_7_	4	123	0.0	0.0
F		79	45_7_	8	123	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ---->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	5	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

Ped Ovlp Parent Ph	0	<E/125+D+1>
Ped Ovlp Phases		<E/125+D+2>
RR1 Exit Phases		<E/125+D+3>
Excl Ped/Ped Svc	0	<E/125+D+4>

Miscellaneous

	B	Row
One-Shot	0.0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	E	A	1234567
1	07 : 00	6	A	_23456_
2	09 : 30	1	A	_23456_
3	13 : 00	6	A	_23456_
4	16 : 30	7	A	_23456_
5	19 : 00	E	A	_23456_
6	09 : 00	E	A	1_____7
7	18 : 00	E	A	1_____7
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
07 : 00	4	_23456_	_2_____
20 : 00	4	_23456_	_____
09 : 00	4	1_____7	_2_____
18 : 00	4	1_____7	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

Month Select: October = A, November = B, Decmber = C

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

Special Event Schedule -- Table 1 <C+0+E=27>

0 <E/27+5+F>

Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

Special Event Schedule -- Table 2 <C+0+E=28>

0 <E/28+5+F>

Limited Service Interval

Min Time (seconds)	**0**	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	**255**	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	**0**	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel	_____	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Row		
C	Bus Headway	**0**
D	Bus Delay	**0**
E	Max Early Grn	**0**
F	Max Grn Ext.	**0**

Priority Parameters
<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0	**00 : 00**	**0**	**0**	_____
1	**00 : 00**	**0**	**0**	_____
2	**00 : 00**	**0**	**0**	_____
3	**00 : 00**	**0**	**0**	_____
4	**00 : 00**	**0**	**0**	_____
5	**00 : 00**	**0**	**0**	_____
6	**00 : 00**	**0**	**0**	_____
7	**00 : 00**	**0**	**0**	_____
8	**00 : 00**	**0**	**0**	_____
9	**00 : 00**	**0**	**0**	_____
A	**00 : 00**	**0**	**0**	_____
B	**00 : 00**	**0**	**0**	_____
C	**00 : 00**	**0**	**0**	_____
D	**00 : 00**	**0**	**0**	_____
E	**00 : 00**	**0**	**0**	_____
F	**00 : 00**	**0**	**0**	_____

Headway Schedule <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: San Elijo W & Elfin Forest N

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **69**

N/S Street Name: **Elfin Forest E**
E/W Street Name: **San Elijo N**

Last Database Change: **12/21/2018 14:02**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	**6**	<C/0+0+0>
Zone Number	**0**	<C/0+0+1>
Area Number	**5**	<C/0+0+2>
Area Address	**6**	<C/0+0+3>
QuicNet Channel	**Serial:COM26:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**5.0**	<F/1+C+0>
FYA Red Revert	**2.0**	<F/1+0+5>
OVLP CHG Red	**6.0**	<F/1+0+3>

Start / Revert Times

Exclusive Walk	**0**	<F/1+0+0>
Exclusive FDW	**0**	<F/1+0+1>
All Red Clear	**0.0**	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8	Row
0	Ped Walk	0	0	0	0	0	7	0	7	0
1	Ped FDW	0	0	0	0	0	10	0	10	1
2	Min Green	0	0	0	0	0	10	0	10	2
3	Type 3 Disconnect	0	0	0	0	0	0	0	0	3
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4
5	Veh Extension	0.0	0.0	0.0	0.0	0.0	3.0	0.0	5.0	5
6	Max Gap	0.0	0.0	0.0	0.0	0.0	3.0	0.0	5.0	6
7	Min Gap	0.0	0.0	0.0	0.0	0.0	3.0	0.0	5.0	7
8	Max Limit	0	0	0	0	0	40	0	40	8
9	Max Limit 2	0	0	0	0	0	0	0	0	9
A	Adv. / Delay Walk	0	0	0	0	0	3	0	3	A
B	PE Min Ped FDW	0	0	0	0	0	0	0	0	B
C	Cond Serv Check	0	0	0	0	0	0	0	0	C
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	4.5	0.0	3.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	1.5	0.0	2.0	F

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	1
EV-C Clear	5
EV-D Delay	1
EV-D Clear	5
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F	Row
0	Permit	6_8	0
1	Red Lock		1
2	Yellow Lock		2
3	Min Recall	6	3
4	Ped Recall	6	4
5	*View Set Peds*	- - - - -	5
6	Rest In Walk		6
7	Red Rest		7
8	Dual Entry		8
9	Max Recall		9
A	Soft Recall		A
B	Max 2		B
C	Cond. Service		C
D	Man Cntrl Calls		D
E	Yellow Start	8	E
F	First Phases	6	F

Phase Functions <C+0+F=1>

Overlap Assignments <C+0+E=29>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number	0	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases									1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8	Overlap Recall	N	N	N	N	N	N	N	N	8
9	Queue Jump Phase									9
A	Queue Jump Time	0	0	0	0	0	0	0	0	A
B	Minimum Green	0	0	0	0	0	0	0	0	B
C	Maximum Green	0	0	0	0	0	0	0	0	C
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	F

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = 3 Section FYA
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	- - -	4
RR-2 *	- - -	5
SE-1	0	6
SE-2	0	7

Preempt Priority
<C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E	Row
0	Exclusive Phases		0
1	RR-1 Clear Phases		1
2	RR-2 Clear Phases		2
3	RR-2 Limited Service		3
4	Prot / Perm Phases		4
5	Flash to PE Circuits		5
6	Flash Entry Phases		6
7	Disable Yellow Range		7
8	Disable Ovp Yel Range		8
9	Overlap Yellow Flash		9
A	EV-A Phases		A
B	EV-B Phases		B
C	EV-C Phases	6	C
D	EV-D Phases	8	D
E	Extra 1 Config. Bits	1_3_5___	E
F	IC Select (Interconnect)	_2_____	F

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	
Ped for 6P Output	6
Ped for 4P Output	
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	___4__7_

Configuration <C+0+E=125>

	F	Row
Fast Green Flash Phase		0
Green Flash Phases		1
Flashing Walk Phases		2
Guaranteed Passage		3
Simultaneous Gap Term	12345678	4
Sequential Timing		5
Advance Walk Phases	_____6_8	6
Delay Walk Phases		7
External Recall		8
Start-up Overlap Green		9
Max Extension		A
Inhibit Ped Reservice		B
Semi-Actuated		C
Start-up Overlap Yellow		D
Start-up Vehicle Calls	12345678	E
Start-up Ped Calls	12345678	F

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = FYA/Ped call side
5 = Ped Inhibit FYA
6 = Simplex Master
7 =
8 = Offset Interrupter

	2	Row
		0
Phase 1	10	1
Phase 2	10	2
Phase 3	10	3
Phase 4	10	4
Phase 5	10	5
Phase 6	10	6
Phase 7	10	7
Phase 8	10	8

Coordination Transition Minimums
<C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	60	45	80	70	75	90	100	100	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	30	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	35	24	35	25	0	40	45	40	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	16	15	75	0	0	16	16	16	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	1	1	8	9	9	2	4	4	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Reserved	0	0	0	0	0	0	0	0	0	F

Row		E	Row
0			0
1	Plan 1 - Sync	6	1
2	Plan 2 - Sync	6	2
3	Plan 3 - Sync	6	3
4	Plan 4 - Sync	6	4
5	Plan 5 - Sync	8	5
6	Plan 6 - Sync	6	6
7	Plan 7 - Sync	6	7
8	Plan 8 - Sync	6	8
9	Plan 9 - Sync	6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Coordination - Bank 1 <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

Sync Phases <C+0+C=1>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 4 6 8	1
2	Plan 2 - Lag	2 4 6 8	2
3	Plan 3 - Lag	2 4 6 8	3
4	Plan 4 - Lag	2 4 6 8	4
5	Plan 5 - Lag	2 4 6 8	5
6	Plan 6 - Lag	2 4 6 8	6
7	Plan 7 - Lag	2 4 6 8	7
8	Plan 8 - Lag	2 4 6 8	8
9	Plan 9 - Lag	2 4 6 8	9
A	External Lag		A
B	Lag Hold		B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	One-Shot Timer	0	Latch 1 Set	0	NOT-3	0	Max 2	0	Pretimed	0	Set DOW	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	AND-5 (a)	0	Latch 1 Reset	0	NOT-4	0	Bus Checkin A	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	AND-5 (b)	0	Latch 2 Set	0	OR-4 (a)	0	Bus Checkin B	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	AND-6 (a)	0	Latch 2 Reset	0	OR-4 (b)	0	Bus Checkin C	0	Plan 3	0	Gate Down	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	AND-6 (b)	0	NAND-3 (a)	0	OR-5 (a)	0	Bus Checkin D	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	Reserved		NAND-3 (b)	0	OR-5 (b)	0	Bus Checkout A	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	Reserved		NAND-4 (a)	0	OR-6 (a)	0	Bus Checkout B	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	Reserved		NAND-4 (b)	0	OR-6 (b)	0	Bus Checkout C	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	Spec. Funct. 1	0	OR-7 (a)	0	EXTMR	0	Bus Checkout D	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	Spec. Funct. 2	0	OR-7 (b)	0	External Alarm 1	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm 2	0	NOT-2	0	External Lag	0	9
A	Spec. Funct. 3	0	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	Spec. Funct. 4	0	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	Reserved		OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	Reserved		OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	Reserved		OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	Reserved		OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Reserved		Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Reserved		Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Reserved		Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Reserved		Phase ON - 4	0	Sp Evnt Out 3	0	EXTMR	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Reserved		Phase ON - 5	0	Sp Evnt Out 4	0	One-Shot Timer	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Reserved		Phase ON - 6	0	Sp Evnt Out 5	0	Reserved		Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Reserved		Phase ON - 7	0	Sp Evnt Out 6	0	Latch 1	0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Reserved		Phase ON - 8	0	Sp Evnt Out 7	0	Latch 2	0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Flh Yell Arrow 1	0	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Green 1	0	Ph. Check - 2	0	Coord On	0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Flh Yell Arrow 3	0	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Green 3	0	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Flh Yell Arrow 5	0	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0	AND-5	0	C
D	Green 5	0	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0	AND-6	0	D
E	Flh Yell Arrow 7	0	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0	Reserved		E
F	Green 7	0	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0	Reserved		F

Assignable Outputs <C+0+E=127>

Phase Timing - Bank 2 <C+0+F=2>

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Hawk Select	0	F/1+0+4>

Hawk Select 200 = Mid-Block, 201 = Hawk

Address	0	<C/1+0+6>
Select Parity	0	<C/1+0+5>

AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Phase Timing - Bank 3 <C+0+F=3>

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	`
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time	0	<C/5+2+E>
Max Cycle Time	20	<C/5+2+F>

Yellow Yield Coordination

	12345678	
Omit Alarm	12345678	<C/5+F+0>

Local Alarm Disable

Column Numbers ---->		0	1	2	3	1	3
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45_7_	2	123	0.0	0.0
1		40	45_7_	6	123	0.0	0.0
2		41	45_7_	4	123	0.0	0.0
3		42	45_7_	8	123	0.0	0.0
4		43	45_7_	2	123	0.0	0.0
5		44	45_7_	6	123	0.0	0.0
6		45	45_7_	4	123	0.0	0.0
7		46	45_7_	8	123	0.0	0.0
8		47	67_	2	123	0.0	0.0
9		48	67_	6	123	0.0	0.0
A		49	67_	4	123	0.0	0.0
B		50	67_	8	123	0.0	0.0
C		55	45_7_	5	123	0.0	0.0
D		56	45_7_	1	123	0.0	0.0
E		57	45_7_	7	123	0.0	0.0
F		58	45_7_	3	123	0.0	0.0

		4	5	6	7	2	4
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7_	5	123	0.0	0.0
1		60	45_7_	1	123	0.0	0.0
2		61	45_7_	7	123	0.0	0.0
3		62	45_7_	3	123	0.0	0.0
4		63	45_7_	2	123	0.0	0.0
5		64	45_7_	6	123	0.0	0.0
6		65	45_7_	4	123	0.0	0.0
7		66	45_7_	8	123	0.0	0.0
8		67	2	2	123	0.0	0.0
9		68	2	6	123	0.0	0.0
A		69	2	4	123	0.0	0.0
B		70	2	8	123	0.0	0.0
C		76	45_7_	2	123	0.0	0.0
D		77	45_7_	6	123	0.0	0.0
E		78	45_7_	4	123	0.0	0.0
F		79	45_7_	8	123	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ---->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	5	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

Ped Ovlp Parent Ph	0	<E/125+D+1>
Ped Ovlp Phases		<E/125+D+2>
RR1 Exit Phases		<E/125+D+3>
Excl Ped/Ped Svc	0	<E/125+D+4>

Miscellaneous

	B	Row
One-Shot	0.0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	E	A	1234567
1	07 : 00	8	A	_23456_
2	09 : 30	1	A	_23456_
3	13 : 00	6	A	_23456_
4	16 : 30	7	A	_23456_
5	19 : 00	E	A	_23456_
6	09 : 00	E	A	1_____7
7	18 : 00	E	A	1_____7
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
07 : 00	4	_23456_	_____6__
20 : 00	4	_23456_	_____
09 : 00	4	1_____7	_____6__
18 : 00	4	1_____7	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

Month Select: October = A, November = B, Decmber = C

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

Special Event Schedule -- Table 1 <C+0+E=27>

0 <E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

Special Event Schedule -- Table 2 <C+0+E=28>

0 <E/28+5+F>
Limited Service Interval

Min Time (seconds)	0	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	255	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	0	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel	_____	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Row		
C	Bus Headway	0
D	Bus Delay	0
E	Max Early Grn	0
F	Max Grn Ext.	0

Priority Parameters
<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway Schedule <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: San Elijo E & Elfin Forest N

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **68**

N/S Street Name: **Elfin Forest N**
E/W Street Name: **San Elijo E**

Last Database Change: **12/20/2018 17:01**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	**5**	<C/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**5**	<C/0+0+2>
Area Address	**5**	<C/0+0+3>
QuicNet Channel	**Serial:COM26:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**5.0**	<F/1+C+0>

Start / Revert Times

Exclusive Walk	**0**	<F/1+0+0>
Exclusive FDW	**0**	<F/1+0+1>
All Red Clear	**0.0**	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	5	10	5	5	5	5	5	5
3	Type 3 Disconnect	0	0	0	20	0	20	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6	Max Gap	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
7	Min Gap	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
8	Max Limit	0	40	0	0	0	0	0	40
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	3	0	0	0	0	0	3
B	PE Min Ped FDW	7	0	7	7	7	7	7	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	3.0	3.0	3.0	3.0	3.0	4.0	3.0	3.5
F	Red Clear	1.0	2.0	1.0	1.0	1.0	1.0	1.0	2.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	_2_____8
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_2_____
4	Ped Recall	_2_____
5	*View Set Peds*	- - - - -
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	_____8
F	First Phases	_2_____

Phase Functions <C+0+F=1>

Overlap Assignments <C+0+E=29>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number	0	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases									1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8										8
9										9
A										A
B										B
C										C
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	F

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Allow QuicNet PE
8 =

Row		C	Row
0	EV-A	0	0
1	EV-B	0	1
2	EV-C	0	2
3	EV-D	0	3
4	RR-1 *	- - -	4
5	RR-2 *	- - -	5
6	SE-1	0	6
7	SE-2	0	7

Preempt Priority
<C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Configuration <C+0+E=125>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	
C	EV-C Phases	
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Specials <C+0+F=2>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	2 8
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Row		2	Row
0			0
1	Phase 1	10	1
2	Phase 2	10	2
3	Phase 3	10	3
4	Phase 4	10	4
5	Phase 5	10	5
6	Phase 6	10	6
7	Phase 7	10	7
8	Phase 8	10	8

Coordination Transition Minimums
<C+0+C=5>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length	60	100	100	100	75	90	100	100	100	0
1	Phase 1 - ForceOff	0	55	55	55	0	0	0	55	55	1
2	Phase 2 - ForceOff	0	0	0	0	30	0	0	0	0	2
3	Phase 3 - ForceOff	0	20	20	20	0	0	0	20	20	3
4	Phase 4 - ForceOff	0	40	40	40	0	0	0	40	40	4
5	Phase 5 - ForceOff	0	55	55	55	0	0	0	55	55	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	20	20	20	0	0	0	20	20	7
8	Phase 8 - ForceOff	35	40	40	40	0	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	16	0	0	0	68	16	16	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	1	15	15	15	15	2	3	15	15	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row		E	Row
0			0
1	Plan 1 - Sync	_2_____	1
2	Plan 2 - Sync	_2_____	2
3	Plan 3 - Sync	_2_____	3
4	Plan 4 - Sync	_2_____	4
5	Plan 5 - Sync	_____8	5
6	Plan 6 - Sync	_2_____	6
7	Plan 7 - Sync	_2_____	7
8	Plan 8 - Sync	_2_____	8
9	Plan 9 - Sync	_2_____	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Coordination - Bank 1 <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Sync Phases <C+0+C=1>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

Phase Timing - Bank 2 <C+0+F=2>

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	15	0	15	0	10
2	Min Green	4	7	4	4	4	7	4	7
3	Type 3 Disconnect	0	0	0	20	0	20	0	0
4	Added per Vehicle	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
5	Veh Extension	2.0	3.0	2.0	2.5	2.0	4.0	2.0	3.0
6	Max Gap	3.0	3.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	3.0	0.5	1.5	0.5	2.0	0.5	3.0
8	Max Limit	0	40	0	0	0	0	0	40
9	Max Limit 2	0	50	0	0	0	0	0	50
A	Adv. / Delay Walk	0	5	0	0	0	0	0	5
B	PE Min Ped FDW	7	0	7	7	7	7	7	0
C	Cond Serv Check	10	0	10	10	10	10	10	0
D	Reduce Every	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
E	Yellow Change	3.0	3.2	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	**0.3**	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	**3**	<C/5+2+A>
Begin Week	**2**	<C/5+2+B>
End Month	**11**	<C/5+2+C>
End Week	**1**	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	**0.0**	<F/1+C+E>
Phase Number	**0**	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	**0.0**	<F/1+D+E>
Phase Number	**0**	<F/1+D+F>

Advance Warning Beacon - Sign 2

Phase Timing - Bank 3 <C+0+F=3>

Row		Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	15	0	15	0	10
2	Min Green	4	7	4	4	4	7	4	7
3	Type 3 Disconnect	0	0	0	20	0	20	0	0
4	Added per Vehicle	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
5	Veh Extension	2.0	3.0	2.0	2.5	2.0	4.0	2.0	3.0
6	Max Gap	3.0	3.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	3.0	0.5	1.5	0.5	2.0	0.5	3.0
8	Max Limit	0	40	0	0	0	0	0	40
9	Max Limit 2	0	50	0	0	0	0	0	7
A	Adv. / Delay Walk	0	5	0	0	0	0	0	5
B	PE Min Ped FDW	7	0	7	7	7	7	7	0
C	Cond Serv Check	10	0	10	10	10	10	10	0
D	Reduce Every	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
E	Yellow Change	3.0	3.2	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Row	Detector Name	0 C1 Pin Number	1 Attributes	2 Phase(s)	3 Assign	1 Delay	3 Carry-over
0		39	45_7_	2	123	0.0	0.0
1		40	45_7_	6	123	0.0	0.0
2		41	45_7_	4	123	0.0	0.0
3		42	45_7_	8	123	0.0	0.0
4		43	45_7_	2	123	0.0	0.0
5		44	45_7_	6	123	0.0	0.0
6		45	45_7_	4	123	0.0	0.0
7		46	45_7_	8	123	0.0	0.0
8		47	67_	2	123	0.0	0.0
9		48	67_	6	123	0.0	0.0
A		49	67_	4	123	0.0	0.0
B		50	67_	8	123	0.0	0.0
C		55	45_7_	5	123	0.0	0.0
D		56	45_7_	1	123	0.0	0.0
E		57	45_7_	7	123	0.0	0.0
F		58	45_7_	3	123	0.0	0.0

Row	Detector Name	4 C1 Pin Number	5 Attributes	6 Phase(s)	7 Assign	2 Delay	4 Carry-over
0		59	45_7_	5	123	0.0	0.0
1		60	45_7_	1	123	0.0	0.0
2		61	45_7_	7	123	0.0	0.0
3		62	45_7_	3	123	0.0	0.0
4		63	45_7_	2	123	0.0	0.0
5		64	45_7_	6	123	0.0	0.0
6		65	45_7_	4	123	0.0	0.0
7		66	45_7_	8	123	0.0	0.0
8		67	2	2	123	0.0	0.0
9		68	2	6	123	0.0	0.0
A		69	2	4	123	0.0	0.0
B		70	2	8	123	0.0	0.0
C		76	45_7_	2	123	0.0	0.0
D		77	45_7_	6	123	0.0	0.0
E		78	45_7_	4	123	0.0	0.0
F		79	45_7_	8	123	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ---->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type **0** <E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	**20**	<D/0+0+1>
Max ON (minutes)	**7**	<D/0+0+2>

Detector Failure Monitor

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm _____ <C/5+F+0>

Disable Alarm Reporting

Row	Time	Plan	Offset	Day of Week
0	00 : 00	E	A	1234567
1	07 : 00	6	A	_23456_
2	09 : 30	1	A	_23456_
3	13 : 00	6	A	_23456_
4	16 : 30	7	A	_23456_
5	19 : 00	E	A	_23456_
6	09 : 00	E	A	1_____7
7	18 : 00	E	A	1_____7
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
06 : 58	3	_23456_	_2_____
19 : 02	3	_23456_	_2_____
09 : 00	E	_23456_	1_____
11 : 30	E	_23456_	_____
06 : 58	4	_23456_	_2_____
20 : 00	4	_23456_	_____
08 : 58	4	1_____7	_2_____
18 : 00	4	1_____7	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								2 8
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

Special Event Schedule -- Table 1 <C+0+E=27>

0 <E/27+5+F>

Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

Special Event Schedule -- Table 2 <C+0+E=28>

0 <E/28+5+F>

Limited Service Interval

Min Time (seconds) **0** <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) **255** <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) **0** <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel _____ <E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) **0** <F/1+A+D>

Bus Delay

Max Time (seconds) **0** <F/1+A+E>

Max Early Green

Max Time (seconds) **0** <F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: San Elijo & Schoolhouse Way

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **72**

N/S Street Name: **Schoolhouse Way**
E/W Street Name: **San Elijo**

Last Database Change: **2/11/2019 7:50**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	**9**	<C/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**5**	<C/0+0+2>
Area Address	**9**	<C/0+0+3>
QuicNet Channel	**Serial:COM26:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**5.0**	<F/1+C+0>

Start / Revert Times

Exclusive Walk	**0**	<F/1+0+0>
Exclusive FDW	**0**	<F/1+0+1>
All Red Clear	**0.0**	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	0	0	7	7	0
1	Ped FDW	0	20	0	0	0	20	28	0
2	Min Green	5	15	0	0	6	15	6	6
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	3.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0
6	Max Gap	3.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0
7	Min Gap	3.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0
8	Max Limit	50	50	0	0	25	50	35	50
9	Max Limit 2	50	50	0	0	25	50	35	50
A	Adv. / Delay Walk	0	3	0	0	0	3	3	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	10	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	5.5	4.0	3.0	0.0	4.0	5.5	4.0	4.0
F	Red Clear	1.5	1.5	1.0	0.0	1.5	1.5	2.5	2.5

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	**12__5678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	**_2___6__**
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	**12__56_8**
C	Cond. Service	**1**_____
D	Man Cntrl Calls	_____
E	Yellow Start	_____**8**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number	9	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases	1 8								1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8										8
9										9
A										A
B										B
C										C
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	F

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Allow QuicNet PE
8 =

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	- - -	4
RR-2 *	- - -	5
SE-1	0	6
SE-2	0	7

Preempt Priority <C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	7
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	7
Ped for 8P Output	
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	2 67
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

	2	Row
		0
Phase 1	10	1
Phase 2	10	2
Phase 3	10	3
Phase 4	10	4
Phase 5	10	5
Phase 6	10	6
Phase 7	10	7
Phase 8	10	8

Coordination Transition Minimums <C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row		Plan 1	2	3	4	5	6	7	8	9	Row
	Column Numbers ---->	1	2	3	4	5	6	7	8	9	
	Plan Name ---->										
0	Cycle Length	100	100	100	100	150	150	100	100	100	0
1	Phase 1 - ForceOff	55	55	55	55	95	102	55	55	55	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	20	20	0	0	20	20	20	3
4	Phase 4 - ForceOff	40	40	40	40	0	0	40	40	40	4
5	Phase 5 - ForceOff	55	55	55	55	95	102	55	55	55	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	20	20	20	42	42	20	20	20	7
8	Phase 8 - ForceOff	40	40	40	40	72	82	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	60	55	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	15	15	15	15	15	15	15	15	15	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Row		E	Row
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Coordination - Bank 1 <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Sync Phases <C+0+C=1>

Row		F	Row
1	Free Lag	_2_4_6_8	1
2	Plan 1 - Lag	_2_4_6_8	2
3	Plan 2 - Lag	_2_4_6_8	3
4	Plan 3 - Lag	_2_4_6_8	4
5	Plan 4 - Lag	_2_4_6_8	5
6	Plan 5 - Lag	_2_4_6_8	6
7	Plan 6 - Lag	_2_4_6_8	7
8	Plan 7 - Lag	_2_4_6_8	8
9	Plan 8 - Lag	_2_4_6_8	9
A	Plan 9 - Lag	_2_4_6_8	A
B	External Lag	_____	B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	97	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	35	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

Phase Timing - Bank 2 <C+0+F=2>

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	5	0	1	0	5	7	0
1	Ped FDW	0	13	0	1	0	15	28	0
2	Min Green	5	7	4	0	5	7	5	5
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	4.0	3.0	2.0	0.0	3.0	3.0	3.0	3.0
6	Max Gap	4.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0
7	Min Gap	4.0	3.0	0.5	0.0	3.0	3.0	3.0	3.0
8	Max Limit	7	45	7	0	7	45	10	10
9	Max Limit 2	40	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	7	0	0	0	7	7	0
B	PE Min Ped FDW	0	0	7	0	0	0	0	0
C	Cond Serv Check	0	0	10	0	0	0	0	0
D	Reduce Every	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	4.0	4.0	3.0	0.0	4.0	4.0	4.0	4.0
F	Red Clear	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	**0.3**	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	**4**	<C/5+2+A>
Begin Week	**1**	<C/5+2+B>
End Month	**10**	<C/5+2+C>
End Week	**5**	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	**0.0**	<F/1+C+E>
Phase Number	**0**	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	**0.0**	<F/1+D+E>
Phase Number	**0**	<F/1+D+F>

Advance Warning Beacon - Sign 2

Phase Timing - Bank 3 <C+0+F=3>

Row		Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	5	0	1	0	5	7	0
1	Ped FDW	0	13	0	1	0	15	28	0
2	Min Green	5	7	4	0	5	7	5	5
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	4.0	3.0	2.0	0.0	3.0	3.0	3.0	3.0
6	Max Gap	4.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0
7	Min Gap	4.0	3.0	0.5	0.0	3.0	3.0	3.0	3.0
8	Max Limit	20	45	20	0	20	45	35	45
9	Max Limit 2	40	0	30	0	0	0	0	0
A	Adv. / Delay Walk	0	35	0	0	0	35	7	0
B	PE Min Ped FDW	0	0	7	0	0	0	0	0
C	Cond Serv Check	0	0	10	0	0	0	0	0
D	Reduce Every	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	4.0	4.0	3.0	0.0	4.0	4.0	4.0	4.0
F	Red Clear	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0

Alternate Timing

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Column Numbers ---->		0	1	2	3	1	3
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45_7_	2	123	0.0	0.0
1		40	45_7_	6	123	0.0	0.0
2		41	45_7_	4	123	0.0	0.0
3		42	45_7_	8	123	0.0	0.0
4		43	45_7_	2	123	0.0	0.0
5		44	45_7_	6	123	0.0	0.0
6		45	45_7_	4	123	0.0	0.0
7		46	45_7_	8	123	0.0	0.0
8		47	67_	2	123	0.0	0.0
9		48	67_	6	123	0.0	0.0
A		49	67_	4	123	0.0	0.0
B		50	67_	8	123	0.0	0.0
C		55	45_7_	5	123	0.0	0.0
D		56	45_7_	1	123	0.0	0.0
E		57	45_7_	7	123	0.0	0.0
F		58	45_7_	3	123	0.0	0.0

Column Numbers ---->	4	5	6	7	2	4
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7_	5	123	0.0	0.0
1		60	45_7_	1	123	0.0	0.0
2		61	45_7_	7	123	5.0	0.0
3		62	45_7_	3	123	0.0	0.0
4		63	45_7_	2	123	0.0	0.0
5		64	45_7_	6	123	0.0	0.0
6		65	45_7_	4	123	0.0	0.0
7		66	45_7_	8	123	0.0	0.0
8		67	2	2	123	0.0	0.0
9		68	2	6	123	0.0	0.0
A		69	2	7	123	0.0	0.0
B		70	2	8	123	0.0	0.0
C		76	45_7_	2	123	0.0	0.0
D		77	45_7_	6	123	0.0	0.0
E		78	45_7_	4	123	0.0	0.0
F		79	45_7_	8	123	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ---->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0

<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm		<C/5+F+0>

Disable Alarm Reporting

Row	Time	Plan	Offset	Day of Week
0	15 : 00	E	0	_23_56_
1	16 : 00	E	0	_23_56_
2	14 : 00	E	0	___4___
3	15 : 00	E	0	___4___
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 00	0	_____	12__56_8
00 : 00	0	_____	_____
00 : 00	0	_____	_____8
00 : 00	0	_____	_____
07 : 15	C	_23456_	1_____
08 : 45	C	_23456_	_____
15 : 00	C	_23456_	1_____
15 : 30	C	_23456_	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

Special Event Schedule -- Table 1 <C+0+E=27>

0 <E/27+5+F>

Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

Special Event Schedule -- Table 2 <C+0+E=28>

0 <E/28+5+F>

Limited Service Interval

Min Time (seconds)	0	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	255	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	0	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel	_____	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds)	0	<F/1+A+D>

Bus Delay

Max Time (seconds)	0	<F/1+A+E>

Max Early Green

Max Time (seconds)	0	<F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)
Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

Appendix B
Traffic Counts

SUNDAY - DECEMBER 15, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

RANCHO SANTA FE - MELROSE TO SAN ELIJO

AM	NB		SB	EB	WB		PM	NB		SB	EB	WB	
00:00	45		44				12:00	208		221			
00:15	48		23				12:15	208		238			
00:30	31		16				12:30	199		240			
00:45	31	155	26	109		264	12:45	228	843	225	924		1767
01:00	18		25				13:00	186		229			
01:15	21		20				13:15	222		219			
01:30	23		9				13:30	244		221			
01:45	15	77	8	62		139	13:45	211	863	213	882		1745
02:00	13		10				14:00	204		218			
02:15	19		7				14:15	248		187			
02:30	14		12				14:30	201		214			
02:45	12	58	7	36		94	14:45	222	875	201	820		1695
03:00	7		7				15:00	235		207			
03:15	11		16				15:15	222		189			
03:30	10		11				15:30	212		201			
03:45	9	37	23	57		94	15:45	217	886	194	791		1677
04:00	7		12				16:00	195		225			
04:15	6		19				16:15	228		207			
04:30	7		27				16:30	208		197			
04:45	14	34	24	82		116	16:45	218	849	184	813		1662
05:00	10		31				17:00	231		172			
05:15	13		37				17:15	194		197			
05:30	15		44				17:30	159		207			
05:45	13	51	57	169		220	17:45	217	801	189	765		1566
06:00	19		40				18:00	146		203			
06:15	22		54				18:15	163		161			
06:30	32		50				18:30	139		160			
06:45	41	114	84	228		342	18:45	135	583	164	688		1271
07:00	43		73				19:00	133		125			
07:15	69		85				19:15	137		106			
07:30	56		130				19:30	102		95			
07:45	73	241	112	400		641	19:45	107	479	85	411		890
08:00	59		104				20:00	120		98			
08:15	86		106				20:15	111		79			
08:30	85		174				20:30	115		78			
08:45	110	340	190	574		914	20:45	104	450	79	334		784
09:00	115		142				21:00	85		69			
09:15	135		164				21:15	106		66			
09:30	110		190				21:30	92		72			
09:45	162	522	161	657		1179	21:45	70	353	77	284		637
10:00	127		198				22:00	63		80			
10:15	193		203				22:15	52		60			
10:30	198		218				22:30	56		48			
10:45	189	707	253	872		1579	22:45	44	215	47	235		450
11:00	179		192				23:00	42		52			
11:15	208		208				23:15	30		46			
11:30	207		183				23:30	32		41			
11:45	208	802	245	828		1630	23:45	23	127	32	171		298
Total Vol.		3138		4074		**7212**			7324		7118		**14442**

Daily Totals

NB	SB	EB	WB	**Combined**
10462	11192			**21654**

	AM			**PM**		
Split %	43.5%	56.5%	**33.3%**	50.7%	49.3%	**66.7%**
Peak Hour	11:15	11:45	**11:45**	13:30	12:15	**12:45**
Volume	831	944	**1767**	907	932	**1774**
P.H.F.	1.00	0.96	**0.98**	0.88	0.97	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 17, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

RANCHO SANTA FE - MELROSE TO SAN ELIJO

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	24		15					12:00	273		230				
00:15	23		17					12:15	243		259				
00:30	12		21					12:30	232		240				
00:45	10	69	7	60			129	12:45	229	977	268	997			1974
01:00	7		12					13:00	223		254				
01:15	9		8					13:15	243		244				
01:30	5		6					13:30	235		267				
01:45	8	29	6	32			61	13:45	226	927	253	1018			1945
02:00	9		7					14:00	231		253				
02:15	4		5					14:15	246		261				
02:30	5		6					14:30	324		279				
02:45	6	24	13	31			55	14:45	324	1125	263	1056			2181
03:00	7		7					15:00	266		270				
03:15	3		16					15:15	310		324				
03:30	4		17					15:30	376		308				
03:45	4	18	28	68			86	15:45	300	1252	286	1188			2440
04:00	9		19					16:00	397		280				
04:15	7		31					16:15	331		300				
04:30	18		39					16:30	367		314				
04:45	20	54	61	150			204	16:45	352	1447	326	1220			2667
05:00	30		56					17:00	362		315				
05:15	38		75					17:15	366		350				
05:30	43		113					17:30	359		352				
05:45	78	189	157	401			590	17:45	326	1413	292	1309			2722
06:00	69		179					18:00	294		242				
06:15	81		276					18:15	305		231				
06:30	81		271					18:30	256		208				
06:45	113	344	346	1072			1416	18:45	249	1104	213	894			1998
07:00	142		383					19:00	177		177				
07:15	192		431					19:15	234		164				
07:30	262		469					19:30	160		141				
07:45	240	836	408	1691			2527	19:45	137	708	127	609			1317
08:00	266		374					20:00	121		106				
08:15	222		408					20:15	134		128				
08:30	200		410					20:30	123		97				
08:45	220	908	361	1553			2461	20:45	137	515	98	429			944
09:00	188		283					21:00	105		129				
09:15	195		292					21:15	106		79				
09:30	171		292					21:30	91		82				
09:45	198	752	269	1136			1888	21:45	104	406	76	366			772
10:00	179		255					22:00	80		75				
10:15	194		286					22:15	83		51				
10:30	178		276					22:30	69		49				
10:45	162	713	253	1070			1783	22:45	76	308	35	210			518
11:00	211		243					23:00	42		26				
11:15	217		262					23:15	46		35				
11:30	188		261					23:30	37		34				
11:45	216	832	253	1019			1851	23:45	33	158	15	110			268
Total Vol.		4768		8283			**13051**			10340		9406			**19746**

Daily Totals

NB	SB	EB	WB	**Combined**
15108	17689			**32797**

	AM			**PM**		
Split %	36.5%	63.5%	**39.8%**	52.4%	47.6%	**60.2%**
Peak Hour	07:30	07:00	**07:30**	16:00	16:45	**16:45**
Volume	990	1691	**2649**	1447	1343	**2782**
P.H.F.	0.93	0.90	**0.91**	0.92	0.95	**0.97**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - DECEMBER 15, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

RANCHO SANTA FE - SAN ELIJO TO AVENIDA SOLEDAD

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	66		46					12:00	293		291				
00:15	63		36					12:15	307		313				
00:30	65		18					12:30	294		322				
00:45	34	228	22	122			350	12:45	352	1246	316	1242			2488
01:00	21		21					13:00	298		319				
01:15	32		25					13:15	319		288				
01:30	27		10					13:30	352		297				
01:45	25	105	9	65			170	13:45	298	1267	281	1185			2452
02:00	26		10					14:00	334		288				
02:15	19		9					14:15	348		237				
02:30	18		16					14:30	326		243				
02:45	11	74	13	48			122	14:45	315	1323	229	997			2320
03:00	16		9					15:00	351		220				
03:15	15		10					15:15	330		241				
03:30	12		7					15:30	338		211				
03:45	12	55	23	49			104	15:45	313	1332	209	881			2213
04:00	6		17					16:00	288		223				
04:15	5		31					16:15	337		245				
04:30	9		31					16:30	331		221				
04:45	16	36	33	112			148	16:45	328	1284	206	895			2179
05:00	10		46					17:00	329		219				
05:15	11		40					17:15	279		206				
05:30	19		69					17:30	266		233				
05:45	19	59	72	227			286	17:45	300	1174	218	876			2050
06:00	28		65					18:00	233		212				
06:15	28		73					18:15	237		178				
06:30	44		87					18:30	244		177				
06:45	57	157	101	326			483	18:45	234	948	160	727			1675
07:00	47		134					19:00	202		163				
07:15	74		116					19:15	213		124				
07:30	84		176					19:30	152		110				
07:45	90	295	151	577			872	19:45	186	753	102	499			1252
08:00	91		161					20:00	182		94				
08:15	114		177					20:15	185		69				
08:30	112		289					20:30	188		86				
08:45	137	454	311	938			1392	20:45	156	711	82	331			1042
09:00	129		203					21:00	136		79				
09:15	177		233					21:15	144		71				
09:30	143		278					21:30	129		70				
09:45	225	674	268	982			1656	21:45	103	512	69	289			801
10:00	189		278					22:00	99		82				
10:15	230		315					22:15	76		62				
10:30	272		311					22:30	88		46				
10:45	249	940	341	1245			2185	22:45	58	321	46	236			557
11:00	275		297					23:00	62		48				
11:15	313		261					23:15	48		49				
11:30	312		317					23:30	45		39				
11:45	287	1187	329	1204			2391	23:45	30	185	28	164			349
Total Vol.		4264		5895			**10159**			11056		8322			**19378**

Daily Totals

NB	SB	EB	WB	**Combined**
15320	14217			**29537**

	AM			**PM**		
Split %	42.0%	58.0%	**34.4%**	57.1%	42.9%	**65.6%**
Peak Hour	11:15	10:15	**11:30**	14:15	12:15	**12:45**
Volume	1205	1264	**2449**	1340	1270	**2541**
P.H.F.	0.96	0.93	**0.97**	0.94	0.99	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 17, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

RANCHO SANTA FE - SAN ELIJO TO AVENIDA SOLEDAD

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	35		16					12:00	370		323				
00:15	27		12					12:15	343		347				
00:30	25		13					12:30	353		328				
00:45	15	102	8	49			151	12:45	314	1380	355	1353			2733
01:00	12		11					13:00	302		336				
01:15	11		9					13:15	360		322				
01:30	10		7					13:30	368		345				
01:45	11	44	4	31			75	13:45	351	1381	341	1344			2725
02:00	10		10					14:00	350		332				
02:15	7		6					14:15	377		344				
02:30	5		8					14:30	455		371				
02:45	6	28	13	37			65	14:45	450	1632	315	1362			2994
03:00	9		10					15:00	429		336				
03:15	2		16					15:15	475		335				
03:30	5		12					15:30	550		380				
03:45	6	22	33	71			93	15:45	487	1941	346	1397			3338
04:00	11		27					16:00	551		358				
04:15	11		35					16:15	567		364				
04:30	24		48					16:30	568		367				
04:45	21	67	71	181			248	16:45	563	2249	383	1472			3721
05:00	27		83					17:00	554		396				
05:15	48		125					17:15	587		416				
05:30	55		173					17:30	576		412				
05:45	94	224	241	622			846	17:45	518	2235	365	1589			3824
06:00	89		259					18:00	419		274				
06:15	100		402					18:15	470		299				
06:30	132		438					18:30	431		234				
06:45	152	473	578	1677			2150	18:45	348	1668	247	1054			2722
07:00	195		644					19:00	284		212				
07:15	227		623					19:15	335		171				
07:30	287		627					19:30	288		161				
07:45	266	975	646	2540			3515	19:45	259	1166	147	691			1857
08:00	300		591					20:00	222		130				
08:15	286		618					20:15	229		143				
08:30	269		624					20:30	187		111				
08:45	250	1105	562	2395			3500	20:45	207	845	113	497			1342
09:00	232		451					21:00	175		129				
09:15	244		423					21:15	166		107				
09:30	251		427					21:30	159		96				
09:45	249	976	389	1690			2666	21:45	139	639	94	426			1065
10:00	229		362					22:00	123		83				
10:15	246		391					22:15	125		71				
10:30	241		346					22:30	103		53				
10:45	235	951	326	1425			2376	22:45	85	436	50	257			693
11:00	271		338					23:00	71		31				
11:15	294		358					23:15	66		40				
11:30	272		338					23:30	48		33				
11:45	289	1126	331	1365			2491	23:45	52	237	20	124			361
Total Vol.		6093		12083			**18176**			15809		11566			**27375**

Daily Totals

NB	SB	EB	WB	**Combined**
21902	23649			**45551**

	AM			**PM**		
Split %	33.5%	66.5%	**39.9%**	57.7%	42.3%	**60.1%**
Peak Hour	11:45	07:00	**07:30**	16:45	16:45	**16:45**
Volume	1355	2540	**3621**	2280	1607	**3887**
P.H.F.	0.92	0.98	**0.99**	0.98	0.97	**0.97**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - DECEMBER 15, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO - RANCHO SANTA FE TO MELROSE

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			32		16			12:00			141		98		
00:15			31		23			12:15			144		129		
00:30			31		17			12:30			144		134		
00:45			20	114	9	65	179	12:45			180	609	128	489	1098
01:00			12		12			13:00			136		133		
01:15			18		14			13:15			160		134		
01:30			8		9			13:30			169		123		
01:45			13	51	7	42	93	13:45			164	629	121	511	1140
02:00			14		11			14:00			157		124		
02:15			7		5			14:15			176		124		
02:30			6		3			14:30			162		125		
02:45			4	31	7	26	57	14:45			155	650	127	500	1150
03:00			7		4			15:00			185		119		
03:15			5		4			15:15			151		119		
03:30			4		4			15:30			169		131		
03:45			8	24	8	20	44	15:45			127	632	130	499	1131
04:00			5		9			16:00			153		122		
04:15			5		10			16:15			146		116		
04:30			5		7			16:30			162		131		
04:45			11	26	19	45	71	16:45			171	632	119	488	1120
05:00			6		17			17:00			146		139		
05:15			7		18			17:15			134		141		
05:30			8		25			17:30			138		112		
05:45			11	32	24	84	116	17:45			129	547	73	465	1012
06:00			11		24			18:00			116		88		
06:15			11		33			18:15			100		82		
06:30			23		41			18:30			134		86		
06:45			16	61	34	132	193	18:45			130	480	66	322	802
07:00			27		70			19:00			110		65		
07:15			28		53			19:15			96		49		
07:30			39		80			19:30			80		62		
07:45			48	142	74	277	419	19:45			95	381	44	220	601
08:00			55		61			20:00			85		58		
08:15			61		90			20:15			85		43		
08:30			66		152			20:30			95		55		
08:45			69	251	136	439	690	20:45			70	335	39	195	530
09:00			57		116			21:00			63		36		
09:15			83		116			21:15			65		31		
09:30			91		127			21:30			47		24		
09:45			108	339	139	498	837	21:45			41	216	33	124	340
10:00			105		124			22:00			42		34		
10:15			116		148			22:15			36		11		
10:30			126		144			22:30			39		16		
10:45			126	473	151	567	1040	22:45			24	141	19	80	221
11:00			116		127			23:00			23		10		
11:15			163		119			23:15			23		14		
11:30			151		143			23:30			16		11		
11:45			135	565	150	539	1104	23:45			14	76	9	44	120
Total Vol.				2109		2734	**4843**					5328		3937	**9265**

Daily Totals

NB	SB	EB	WB	Combined
		7437	6671	**14108**

	AM			PM		
Split %	43.5%	56.5%	**34.3%**	57.5%	42.5%	**65.7%**
Peak Hour	11:15	10:15	**11:00**	14:15	16:30	**14:15**
Volume	590	570	**1104**	678	530	**1173**
P.H.F.	0.90	0.94	**0.94**	0.92	0.94	**0.96**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 17, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO - RANCHO SANTA FE TO MELROSE

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			15		9			12:00			153		129		
00:15			7		4			12:15			143		127		
00:30			13		3			12:30			169		124		
00:45			7	42	6	22	64	12:45			148	613	126	506	1119
01:00			6		2			13:00			136		119		
01:15			3		2			13:15			169		136		
01:30			6		1			13:30			196		142		
01:45			5	20	1	6	26	13:45			173	674	133	530	1204
02:00			2		4			14:00			203		140		
02:15			5		1			14:15			207		139		
02:30			1		4			14:30			197		135		
02:45			2	10	3	12	22	14:45			243	850	129	543	1393
03:00			3		4			15:00			201		165		
03:15			0		6			15:15			272		150		
03:30			4		4			15:30			277		143		
03:45			5	12	8	22	34	15:45			247	997	156	614	1611
04:00			8		15			16:00			310		149		
04:15			10		14			16:15			291		167		
04:30			15		26			16:30			276		150		
04:45			11	44	42	97	141	16:45			290	1167	172	638	1805
05:00			14		46			17:00			313		159		
05:15			20		64			17:15			322		181		
05:30			27		80			17:30			282		171		
05:45			37	98	111	301	399	17:45			241	1158	162	673	1831
06:00			48		110			18:00			212		144		
06:15			56		169			18:15			248		124		
06:30			88		218			18:30			233		139		
06:45			109	301	297	794	1095	18:45			187	880	95	502	1382
07:00			140		311			19:00			137		77		
07:15			162		261			19:15			156		82		
07:30			163		288			19:30			149		54		
07:45			145	610	272	1132	1742	19:45			141	583	52	265	848
08:00			149		291			20:00			119		55		
08:15			124		280			20:15			117		60		
08:30			142		272			20:30			92		36		
08:45			131	546	238	1081	1627	20:45			93	421	34	185	606
09:00			120		218			21:00			89		40		
09:15			102		178			21:15			70		45		
09:30			107		182			21:30			85		37		
09:45			101	430	163	741	1171	21:45			51	295	28	150	445
10:00			100		147			22:00			62		35		
10:15			93		148			22:15			47		29		
10:30			95		108			22:30			47		39		
10:45			109	397	109	512	909	22:45			35	191	32	135	326
11:00			107		132			23:00			39		23		
11:15			120		136			23:15			25		10		
11:30			118		114			23:30			19		7		
11:45			116	461	115	497	958	23:45			24	107	8	48	155
Total Vol.				2971		5217	**8188**					7936		4789	**12725**

Daily Totals

NB	SB	EB	WB	Combined
		10907	10006	**20913**

	AM			PM		
Split %	36.3%	63.7%	**39.2%**	62.4%	37.6%	**60.8%**
Peak Hour	07:15	06:45	**07:00**	16:45	16:45	**16:45**
Volume	619	1157	**1742**	1207	683	**1890**
P.H.F.	0.95	0.93	**0.97**	0.94	0.94	**0.94**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - DECEMBER 15, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO - PROJECT DWY TO BAKER

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			33		21			12:00			182		152		
00:15			38		31			12:15			189		176		
00:30			30		17			12:30			193		184		
00:45			26	127	12	81	208	12:45			204	768	179	691	1459
01:00			12		16			13:00			202		183		
01:15			18		19			13:15			200		179		
01:30			14		13			13:30			196		150		
01:45			11	55	6	54	109	13:45			201	799	164	676	1475
02:00			13		10			14:00			177		171		
02:15			7		6			14:15			208		143		
02:30			8		3			14:30			178		157		
02:45			5	33	7	26	59	14:45			187	750	177	648	1398
03:00			8		5			15:00			201		166		
03:15			7		4			15:15			190		163		
03:30			4		3			15:30			187		170		
03:45			3	22	4	16	38	15:45			187	765	182	681	1446
04:00			7		10			16:00			167		176		
04:15			0		5			16:15			210		159		
04:30			5		7			16:30			184		188		
04:45			4	16	15	37	53	16:45			197	758	158	681	1439
05:00			6		14			17:00			189		176		
05:15			4		16			17:15			167		167		
05:30			5		22			17:30			181		140		
05:45			11	26	28	80	106	17:45			158	695	106	589	1284
06:00			10		23			18:00			136		121		
06:15			19		35			18:15			144		116		
06:30			17		37			18:30			165		106		
06:45			29	75	42	137	212	18:45			140	585	81	424	1009
07:00			28		71			19:00			124		83		
07:15			32		68			19:15			116		82		
07:30			46		87			19:30			99		75		
07:45			66	172	78	304	476	19:45			113	452	73	313	765
08:00			67		83			20:00			89		70		
08:15			73		122			20:15			95		56		
08:30			71		176			20:30			101		72		
08:45			79	290	132	513	803	20:45			91	376	49	247	623
09:00			85		148			21:00			65		38		
09:15			106		163			21:15			65		42		
09:30			117		150			21:30			51		31		
09:45			153	461	174	635	1096	21:45			51	232	44	155	387
10:00			116		157			22:00			45		41		
10:15			142		198			22:15			44		15		
10:30			144		196			22:30			45		22		
10:45			145	547	194	745	1292	22:45			29	163	28	106	269
11:00			144		185			23:00			23		16		
11:15			152		179			23:15			22		14		
11:30			168		208			23:30			12		7		
11:45			164	628	190	762	1390	23:45			14	71	9	46	117
Total Vol.				2452		3390	**5842**					6414		5257	**11671**

Daily Totals

NB	SB	EB	WB	Combined
		8866	8647	**17513**

	AM			PM		
Split %	42.0%	58.0%	**33.4%**	55.0%	45.0%	**66.6%**
Peak Hour	11:45	10:15	**11:45**	12:45	12:30	**12:30**
Volume	728	773	**1430**	802	725	**1524**
P.H.F.	0.94	0.98	**0.95**	0.98	0.99	**0.99**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 17, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO - PROJECT DWY TO BAKER

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			16		14			12:00			176		171		
00:15			10		4			12:15			201		205		
00:30			13		4			12:30			177		186		
00:45			12	51	6	28	79	12:45			276	830	173	735	1565
01:00			7		2			13:00			193		203		
01:15			4		3			13:15			236		184		
01:30			5		2			13:30			240		187		
01:45			3	19	3	10	29	13:45			245	914	161	735	1649
02:00			2		2			14:00			294		189		
02:15			2		2			14:15			319		237		
02:30			3		5			14:30			318		406		
02:45			2	9	2	11	20	14:45			303	1234	235	1067	2301
03:00			3		3			15:00			299		230		
03:15			1		7			15:15			354		237		
03:30			3		6			15:30			419		282		
03:45			8	15	9	25	40	15:45			395	1467	233	982	2449
04:00			6		14			16:00			440		238		
04:15			8		12			16:15			408		230		
04:30			19		25			16:30			434		226		
04:45			10	43	35	86	129	16:45			425	1707	259	953	2660
05:00			13		48			17:00			443		228		
05:15			22		76			17:15			406		233		
05:30			30		103			17:30			412		237		
05:45			31	96	140	367	463	17:45			427	1688	221	919	2607
06:00			44		143			18:00			440		191		
06:15			63		205			18:15			295		181		
06:30			85		273			18:30			279		185		
06:45			162	354	386	1007	1361	18:45			222	1236	158	715	1951
07:00			193		453			19:00			199		121		
07:15			291		509			19:15			199		118		
07:30			333		559			19:30			189		93		
07:45			204	1021	502	2023	3044	19:45			162	749	94	426	1175
08:00			202		433			20:00			150		79		
08:15			144		403			20:15			141		89		
08:30			184		359			20:30			109		55		
08:45			159	689	368	1563	2252	20:45			111	511	51	274	785
09:00			160		292			21:00			104		57		
09:15			127		267			21:15			108		62		
09:30			139		254			21:30			91		42		
09:45			123	549	202	1015	1564	21:45			59	362	45	206	568
10:00			133		177			22:00			25		44		
10:15			105		178			22:15			3		39		
10:30			129		171			22:30			2		21		
10:45			129	496	137	663	1159	22:45			2	32	25	129	161
11:00			151		159			23:00			2		22		
11:15			148		171			23:15			47		13		
11:30			165		144			23:30			35		11		
11:45			168	632	154	628	1260	23:45			20	104	10	56	160
Total Vol.			3974		7426		**11400**				10834		7197		**18031**

Daily Totals

NB	SB	EB	WB	Combined
		14808	14623	**29431**

	AM			PM		
Split %	34.9%	65.1%	**38.7%**	60.1%	39.9%	**61.3%**
Peak Hour	07:15	07:00	**07:00**	16:15	14:15	**16:00**
Volume	1030	2023	**3044**	1710	1108	**2660**
P.H.F.	0.77	0.90	**0.85**	0.97	0.68	**0.97**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - DECEMBER 15, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO SOUTH - BAKER TO ELFIN FOREST

AM	NB	SB	EB	WB		PM	NB	SB	EB	WB	
00:00			33			12:00			174		
00:15			38			12:15			206		
00:30			27			12:30			202		
00:45			29	127	127	12:45			222	804	804
01:00			11			13:00			203		
01:15			18			13:15			229		
01:30			15			13:30			208		
01:45			12	56	56	13:45			210	850	850
02:00			14			14:00			196		
02:15			7			14:15			228		
02:30			8			14:30			195		
02:45			5	34	34	14:45			191	810	810
03:00			8			15:00			210		
03:15			5			15:15			198		
03:30			4			15:30			203		
03:45			4	21	21	15:45			189	800	800
04:00			8			16:00			196		
04:15			0			16:15			213		
04:30			5			16:30			211		
04:45			3	16	16	16:45			191	811	811
05:00			7			17:00			221		
05:15			4			17:15			182		
05:30			6			17:30			202		
05:45			12	29	29	17:45			175	780	780
06:00			9			18:00			146		
06:15			21			18:15			152		
06:30			20			18:30			168		
06:45			32	82	82	18:45			155	621	621
07:00			31			19:00			141		
07:15			33			19:15			124		
07:30			54			19:30			101		
07:45			71	189	189	19:45			115	481	481
08:00			63			20:00			98		
08:15			82			20:15			102		
08:30			83			20:30			103		
08:45			83	311	311	20:45			98	401	401
09:00			99			21:00			70		
09:15			110			21:15			71		
09:30			128			21:30			62		
09:45			138	475	475	21:45			49	252	252
10:00			134			22:00			45		
10:15			144			22:15			50		
10:30			155			22:30			47		
10:45			159	592	592	22:45			31	173	173
11:00			151			23:00			27		
11:15			160			23:15			24		
11:30			180			23:30			12		
11:45			184	675	675	23:45			15	78	78
Total Vol.				2607	**2607**					6861	**6861**

Daily Totals

NB	SB	EB	WB	**Combined**
		9468		**9468**

	AM		**PM**	
Split %	100.0%	**27.5%**	100.0%	**72.5%**
Peak Hour	11:45	**11:45**	12:45	**12:45**
Volume	766	**766**	862	**862**
P.H.F.	0.93	**0.93**	0.94	**0.94**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 17, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO SOUTH - BAKER TO ELFIN FOREST

AM	NB	SB	EB	WB		PM	NB	SB	EB	WB	
00:00			16			12:00			167		
00:15			11			12:15			210		
00:30			11			12:30			176		
00:45			11	49	49	12:45			266	819	819
01:00			6			13:00			224		
01:15			4			13:15			252		
01:30			4			13:30			252		
01:45			3	17	17	13:45			250	978	978
02:00			2			14:00			272		
02:15			3			14:15			232		
02:30			3			14:30			318		
02:45			2	10	10	14:45			293	1115	1115
03:00			3			15:00			306		
03:15			1			15:15			333		
03:30			3			15:30			435		
03:45			7	14	14	15:45			373	1447	1447
04:00			7			16:00			419		
04:15			5			16:15			405		
04:30			16			16:30			428		
04:45			8	36	36	16:45			434	1686	1686
05:00			9			17:00			421		
05:15			28			17:15			405		
05:30			27			17:30			390		
05:45			28	92	92	17:45			422	1638	1638
06:00			41			18:00			403		
06:15			57			18:15			328		
06:30			82			18:30			303		
06:45			164	344	344	18:45			264	1298	1298
07:00			182			19:00			204		
07:15			247			19:15			208		
07:30			256			19:30			185		
07:45			214	899	899	19:45			177	774	774
08:00			197			20:00			162		
08:15			160			20:15			154		
08:30			183			20:30			119		
08:45			166	706	706	20:45			106	541	541
09:00			152			21:00			124		
09:15			138			21:15			112		
09:30			154			21:30			93		
09:45			137	581	581	21:45			62	391	391
10:00			146			22:00			34		
10:15			129			22:15			5		
10:30			135			22:30			9		
10:45			130	540	540	22:45			6	54	54
11:00			166			23:00			6		
11:15			148			23:15			46		
11:30			167			23:30			35		
11:45			172	653	653	23:45			19	106	106
Total Vol.			3941		**3941**				10847		**10847**

Daily Totals

NB	SB	EB	WB	**Combined**
		14788		**14788**

	AM		**PM**	
Split %	100.0%	**26.6%**	100.0%	**73.4%**
Peak Hour	07:15	**07:15**	16:15	**16:15**
Volume	914	**914**	1688	**1688**
P.H.F.	0.89	**0.89**	0.97	**0.97**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - DECEMBER 15, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO SOUTH - ELFIN FOREST TO SCHOOLHOUSE WAY

AM	NB	SB	EB	WB		PM	NB	SB	EB	WB	
00:00			30			12:00			141		
00:15			29			12:15			174		
00:30			24			12:30			157		
00:45			18	101	101	12:45			178	650	650
01:00			12			13:00			162		
01:15			16			13:15			168		
01:30			9			13:30			161		
01:45			10	47	47	13:45			169	660	660
02:00			13			14:00			154		
02:15			6			14:15			164		
02:30			9			14:30			145		
02:45			4	32	32	14:45			143	606	606
03:00			8			15:00			160		
03:15			6			15:15			145		
03:30			1			15:30			155		
03:45			4	19	19	15:45			164	624	624
04:00			7			16:00			151		
04:15			3			16:15			160		
04:30			4			16:30			187		
04:45			4	18	18	16:45			154	652	652
05:00			9			17:00			186		
05:15			6			17:15			139		
05:30			6			17:30			147		
05:45			10	31	31	17:45			126	598	598
06:00			9			18:00			119		
06:15			19			18:15			124		
06:30			21			18:30			135		
06:45			28	77	77	18:45			124	502	502
07:00			32			19:00			123		
07:15			31			19:15			101		
07:30			51			19:30			85		
07:45			48	162	162	19:45			99	408	408
08:00			59			20:00			76		
08:15			54			20:15			82		
08:30			77			20:30			95		
08:45			75	265	265	20:45			72	325	325
09:00			83			21:00			47		
09:15			82			21:15			58		
09:30			119			21:30			51		
09:45			102	386	386	21:45			40	196	196
10:00			113			22:00			35		
10:15			114			22:15			36		
10:30			124			22:30			42		
10:45			128	479	479	22:45			20	133	133
11:00			113			23:00			23		
11:15			144			23:15			17		
11:30			169			23:30			14		
11:45			171	597	597	23:45			14	68	68
Total Vol.			2214		**2214**				5422		**5422**

Daily Totals

NB	SB	EB	WB	**Combined**
		7636		**7636**

	AM		**PM**	
Split %	100.0%	**29.0%**	100.0%	**71.0%**
Peak Hour	11:30	**11:30**	16:15	**16:15**
Volume	655	**655**	687	**687**
P.H.F.	0.94	**0.94**	0.92	**0.92**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 17, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO SOUTH - ELFIN FOREST TO SCHOOLHOUSE WAY

AM	NB	SB	EB	WB		PM	NB	SB	EB	WB	
00:00			14			12:00			144		
00:15			7			12:15			167		
00:30			8			12:30			151		
00:45			10	39	39	12:45			193	655	655
01:00			5			13:00			179		
01:15			6			13:15			197		
01:30			5			13:30			187		
01:45			4	20	20	13:45			194	757	757
02:00			1			14:00			185		
02:15			1			14:15			194		
02:30			3			14:30			255		
02:45			2	7	7	14:45			226	860	860
03:00			4			15:00			214		
03:15			2			15:15			207		
03:30			4			15:30			296		
03:45			4	14	14	15:45			258	975	975
04:00			4			16:00			267		
04:15			7			16:15			258		
04:30			13			16:30			293		
04:45			13	37	37	16:45			292	1110	1110
05:00			16			17:00			293		
05:15			26			17:15			269		
05:30			30			17:30			271		
05:45			36	108	108	17:45			326	1159	1159
06:00			33			18:00			279		
06:15			51			18:15			269		
06:30			63			18:30			224		
06:45			108	255	255	18:45			201	973	973
07:00			116			19:00			178		
07:15			142			19:15			159		
07:30			142			19:30			147		
07:45			165	565	565	19:45			134	618	618
08:00			134			20:00			127		
08:15			151			20:15			112		
08:30			138			20:30			104		
08:45			130	553	553	20:45			86	429	429
09:00			120			21:00			90		
09:15			114			21:15			84		
09:30			129			21:30			70		
09:45			109	472	472	21:45			53	297	297
10:00			114			22:00			23		
10:15			119			22:15			12		
10:30			123			22:30			21		
10:45			123	479	479	22:45			9	65	65
11:00			122			23:00			9		
11:15			131			23:15			42		
11:30			153			23:30			29		
11:45			121	527	527	23:45			17	97	97
Total Vol.				3076	**3076**					7995	**7995**

Daily Totals

NB	SB	EB	WB	**Combined**
		11071		**11071**

	AM		**PM**	
Split %	100.0%	**27.8%**	100.0%	**72.2%**
Peak Hour	07:30	**07:30**	17:00	**17:00**
Volume	592	**592**	1159	**1159**
P.H.F.	0.90	**0.90**	0.89	**0.89**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - DECEMBER 15, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO NORTH - BAKER TO ELFIN FOREST

AM	NB	SB	EB	WB			PM	NB	SB	EB	WB		
00:00				20			12:00				166		
00:15				30			12:15				196		
00:30				16			12:30				204		
00:45				12	78	78	12:45				185	751	751
01:00				18			13:00				215		
01:15				16			13:15				199		
01:30				13			13:30				164		
01:45				7	54	54	13:45				170	748	748
02:00				10			14:00				174		
02:15				7			14:15				168		
02:30				2			14:30				181		
02:45				6	25	25	14:45				166	689	689
03:00				5			15:00				184		
03:15				4			15:15				181		
03:30				3			15:30				193		
03:45				7	19	19	15:45				184	742	742
04:00				10			16:00				173		
04:15				8			16:15				176		
04:30				6			16:30				212		
04:45				18	42	42	16:45				183	744	744
05:00				13			17:00				208		
05:15				16			17:15				186		
05:30				23			17:30				148		
05:45				34	86	86	17:45				112	654	654
06:00				32			18:00				129		
06:15				34			18:15				120		
06:30				37			18:30				113		
06:45				54	157	157	18:45				93	455	455
07:00				74			19:00				92		
07:15				81			19:15				88		
07:30				104			19:30				87		
07:45				91	350	350	19:45				82	349	349
08:00				108			20:00				74		
08:15				119			20:15				53		
08:30				177			20:30				80		
08:45				154	558	558	20:45				48	255	255
09:00				153			21:00				45		
09:15				189			21:15				40		
09:30				176			21:30				44		
09:45				192	710	710	21:45				49	178	178
10:00				191			22:00				44		
10:15				193			22:15				16		
10:30				206			22:30				26		
10:45				197	787	787	22:45				30	116	116
11:00				195			23:00				13		
11:15				172			23:15				14		
11:30				230			23:30				7		
11:45				200	797	797	23:45				10	44	44
Total Vol.					3663	**3663**						5725	**5725**

Daily Totals				
NB	SB	EB	WB	**Combined**
			9388	**9388**

	AM		PM	
Split %	100.0%	**39.0%**	100.0%	**61.0%**
Peak Hour	11:00	**11:00**	12:30	**12:30**
Volume	797	**797**	803	**803**
P.H.F.	0.87	**0.87**	0.93	**0.93**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 17, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO NORTH - BAKER TO ELFIN FOREST

AM	NB	SB	EB	WB			PM	NB	SB	EB	WB		
00:00				12			12:00				180		
00:15				5			12:15				196		
00:30				4			12:30				207		
00:45				6	27	27	12:45				165	748	748
01:00				2			13:00				206		
01:15				1			13:15				199		
01:30				3			13:30				202		
01:45				2	8	8	13:45				174	781	781
02:00				3			14:00				193		
02:15				1			14:15				235		
02:30				5			14:30				319		
02:45				2	11	11	14:45				208	955	955
03:00				4			15:00				233		
03:15				7			15:15				246		
03:30				8			15:30				279		
03:45				8	27	27	15:45				243	1001	1001
04:00				16			16:00				267		
04:15				12			16:15				235		
04:30				23			16:30				247		
04:45				37	88	88	16:45				268	1017	1017
05:00				45			17:00				240		
05:15				92			17:15				232		
05:30				106			17:30				279		
05:45				148	391	391	17:45				250	1001	1001
06:00				147			18:00				220		
06:15				214			18:15				181		
06:30				258			18:30				182		
06:45				389	1008	1008	18:45				153	736	736
07:00				430			19:00				135		
07:15				457			19:15				118		
07:30				449			19:30				102		
07:45				450	1786	1786	19:45				88	443	443
08:00				433			20:00				74		
08:15				396			20:15				100		
08:30				365			20:30				60		
08:45				357	1551	1551	20:45				65	299	299
09:00				306			21:00				54		
09:15				247			21:15				64		
09:30				260			21:30				48		
09:45				204	1017	1017	21:45				40	206	206
10:00				205			22:00				52		
10:15				177			22:15				43		
10:30				175			22:30				24		
10:45				148	705	705	22:45				28	147	147
11:00				166			23:00				21		
11:15				173			23:15				14		
11:30				157			23:30				14		
11:45				167	663	663	23:45				11	60	60
Total Vol.					7282	**7282**						7394	**7394**

Daily Totals

NB	SB	EB	WB	Combined
			14676	**14676**

	AM		PM	
Split %	100.0%	**49.6%**	100.0%	**50.4%**
Peak Hour	07:15	**07:15**	15:15	**15:15**
Volume	1789	**1789**	1035	**1035**
P.H.F.	0.98	**0.98**	0.93	**0.93**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - DECEMBER 15, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO NORTH - ELFIN FOREST TO SCHOOLHOUSE WAY

AM	NB	SB	EB	WB			PM	NB	SB	EB	WB		
00:00				18			12:00				117		
00:15				22			12:15				138		
00:30				14			12:30				164		
00:45				10	64	64	12:45				130	549	549
01:00				12			13:00				154		
01:15				16			13:15				159		
01:30				16			13:30				137		
01:45				8	52	52	13:45				129	579	579
02:00				9			14:00				136		
02:15				6			14:15				126		
02:30				3			14:30				143		
02:45				6	24	24	14:45				146	551	551
03:00				6			15:00				143		
03:15				6			15:15				142		
03:30				3			15:30				153		
03:45				5	20	20	15:45				162	600	600
04:00				9			16:00				142		
04:15				8			16:15				134		
04:30				6			16:30				176		
04:45				12	35	35	16:45				150	602	602
05:00				12			17:00				178		
05:15				16			17:15				161		
05:30				17			17:30				140		
05:45				27	72	72	17:45				110	589	589
06:00				17			18:00				117		
06:15				24			18:15				115		
06:30				30			18:30				89		
06:45				42	113	113	18:45				103	424	424
07:00				45			19:00				76		
07:15				54			19:15				90		
07:30				74			19:30				77		
07:45				71	244	244	19:45				79	322	322
08:00				68			20:00				73		
08:15				86			20:15				51		
08:30				123			20:30				75		
08:45				114	391	391	20:45				54	253	253
09:00				113			21:00				40		
09:15				122			21:15				38		
09:30				138			21:30				40		
09:45				135	508	508	21:45				39	157	157
10:00				129			22:00				43		
10:15				141			22:15				16		
10:30				150			22:30				22		
10:45				161	581	581	22:45				26	107	107
11:00				143			23:00				11		
11:15				126			23:15				13		
11:30				152			23:30				9		
11:45				148	569	569	23:45				4	37	37
Total Vol.					2673	**2673**						4770	**4770**

Daily Totals

NB	SB	EB	WB	**Combined**
			7443	**7443**

	AM		**PM**	
Split %	100.0%	**35.9%**	100.0%	**64.1%**
Peak Hour	10:15	**10:15**	16:30	**16:30**
Volume	595	**595**	665	**665**
P.H.F.	0.92	**0.92**	0.93	**0.93**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 17, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO NORTH - ELFIN FOREST TO SCHOOLHOUSE WAY

AM	NB	SB	EB	WB			PM	NB	SB	EB	WB		
00:00				7			12:00				148		
00:15				3			12:15				160		
00:30				5			12:30				162		
00:45				5	20	20	12:45				142	612	612
01:00				5			13:00				178		
01:15				0			13:15				171		
01:30				3			13:30				154		
01:45				3	11	11	13:45				169	672	672
02:00				3			14:00				163		
02:15				1			14:15				205		
02:30				4			14:30				209		
02:45				2	10	10	14:45				145	722	722
03:00				4			15:00				198		
03:15				4			15:15				236		
03:30				7			15:30				248		
03:45				6	21	21	15:45				172	854	854
04:00				9			16:00				204		
04:15				12			16:15				210		
04:30				18			16:30				223		
04:45				28	67	67	16:45				184	821	821
05:00				36			17:00				205		
05:15				60			17:15				188		
05:30				88			17:30				189		
05:45				116	300	300	17:45				213	795	795
06:00				122			18:00				164		
06:15				158			18:15				154		
06:30				194			18:30				145		
06:45				261	735	735	18:45				151	614	614
07:00				254			19:00				113		
07:15				320			19:15				88		
07:30				274			19:30				102		
07:45				332	1180	1180	19:45				85	388	388
08:00				285			20:00				72		
08:15				302			20:15				96		
08:30				307			20:30				65		
08:45				276	1170	1170	20:45				54	287	287
09:00				191			21:00				44		
09:15				191			21:15				56		
09:30				174			21:30				50		
09:45				164	720	720	21:45				40	190	190
10:00				119			22:00				50		
10:15				133			22:15				55		
10:30				137			22:30				54		
10:45				115	504	504	22:45				43	202	202
11:00				123			23:00				31		
11:15				133			23:15				28		
11:30				123			23:30				11		
11:45				152	531	531	23:45				8	78	78
Total Vol.					5269	**5269**						6235	**6235**

Daily Totals				
NB	SB	EB	WB	**Combined**
			11504	**11504**

	AM		PM	
Split %	100.0%	**45.8%**	100.0%	**54.2%**
Peak Hour	07:45	**07:45**	15:15	**15:15**
Volume	1226	**1226**	860	**860**
P.H.F.	0.92	**0.92**	0.87	**0.87**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - DECEMBER 15, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO - E/O SCHOOLHOUSE WAY

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			26		21			12:00			143		115		
00:15			26		19			12:15			158		134		
00:30			25		15			12:30			145		151		
00:45			16	93	12	67	160	12:45			170	616	119	519	1135
01:00			13		12			13:00			149		146		
01:15			16		15			13:15			155		152		
01:30			7		15			13:30			152		126		
01:45			11	47	7	49	96	13:45			160	616	121	545	1161
02:00			11		9			14:00			147		132		
02:15			6		7			14:15			143		121		
02:30			8		3			14:30			129		147		
02:45			4	29	6	25	54	14:45			141	560	137	537	1097
03:00			7		5			15:00			140		136		
03:15			6		6			15:15			146		142		
03:30			1		1			15:30			149		142		
03:45			2	16	6	18	34	15:45			154	589	149	569	1158
04:00			7		8			16:00			147		139		
04:15			4		7			16:15			142		134		
04:30			4		6			16:30			184		180		
04:45			4	19	11	32	51	16:45			137	610	135	588	1198
05:00			7		13			17:00			176		168		
05:15			6		14			17:15			134		144		
05:30			5		17			17:30			132		125		
05:45			11	29	26	70	99	17:45			121	563	103	540	1103
06:00			9		16			18:00			114		112		
06:15			17		18			18:15			113		111		
06:30			17		29			18:30			132		92		
06:45			28	71	38	101	172	18:45			126	485	104	419	904
07:00			31		43			19:00			119		75		
07:15			32		48			19:15			92		89		
07:30			51		71			19:30			84		75		
07:45			42	156	75	237	393	19:45			92	387	75	314	701
08:00			50		68			20:00			74		69		
08:15			55		85			20:15			76		52		
08:30			74		115			20:30			86		73		
08:45			70	249	113	381	630	20:45			71	307	52	246	553
09:00			87		111			21:00			45		39		
09:15			79		123			21:15			54		37		
09:30			110		145			21:30			48		41		
09:45			102	378	145	524	902	21:45			36	183	39	156	339
10:00			108		126			22:00			37		43		
10:15			111		127			22:15			33		15		
10:30			119		139			22:30			37		23		
10:45			119	457	147	539	996	22:45			18	125	27	108	233
11:00			110		130			23:00			21		10		
11:15			141		113			23:15			14		17		
11:30			180		144			23:30			15		10		
11:45			179	610	135	522	1132	23:45			14	64	3	40	104
Total Vol.				2154		2565	**4719**					5105		4581	**9686**

Daily Totals

NB	SB	EB	WB	Combined
		7259	7146	**14405**

	AM			PM		
Split %	45.6%	54.4%	**32.8%**	52.7%	47.3%	**67.2%**
Peak Hour	11:30	09:30	**11:30**	16:15	16:30	**16:30**
Volume	660	543	**1188**	639	627	**1258**
P.H.F.	0.92	0.94	**0.92**	0.87	0.87	**0.86**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 17, 2019 AREA: SAN MARCOS PROJECT: ETD19-1220-01

SAN ELIJO - E/O SCHOOLHOUSE WAY

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			15		6			12:00			132		140		
00:15			8		3			12:15			160		163		
00:30			7		6			12:30			144		146		
00:45			9	39	5	20	59	12:45			181	617	143	592	1209
01:00			7		5			13:00			172		177		
01:15			5		0			13:15			170		154		
01:30			5		3			13:30			168		154		
01:45			4	21	4	12	33	13:45			162	672	186	671	1343
02:00			1		2			14:00			152		179		
02:15			1		1			14:15			181		209		
02:30			3		4			14:30			268		220		
02:45			2	7	2	9	16	14:45			203	804	172	780	1584
03:00			3		4			15:00			196		215		
03:15			3		4			15:15			275		195		
03:30			5		7			15:30			298		213		
03:45			4	15	6	21	36	15:45			242	1011	172	795	1806
04:00			3		8			16:00			261		209		
04:15			8		10			16:15			269		200		
04:30			15		15			16:30			277		205		
04:45			12	38	27	60	98	16:45			285	1092	178	792	1884
05:00			15		34			17:00			275		201		
05:15			25		57			17:15			278		186		
05:30			33		86			17:30			259		177		
05:45			36	109	107	284	393	17:45			290	1102	221	785	1887
06:00			28		112			18:00			271		160		
06:15			51		168			18:15			238		148		
06:30			64		191			18:30			196		139		
06:45			99	242	268	739	981	18:45			189	894	149	596	1490
07:00			121		289			19:00			177		104		
07:15			142		344			19:15			134		89		
07:30			165		318			19:30			143		94		
07:45			181	609	295	1246	1855	19:45			123	577	88	375	952
08:00			127		322			20:00			119		64		
08:15			172		271			20:15			99		96		
08:30			148		286			20:30			94		70		
08:45			158	605	223	1102	1707	20:45			80	392	55	285	677
09:00			110		177			21:00			78		45		
09:15			114		182			21:15			76		51		
09:30			107		187			21:30			62		54		
09:45			111	442	148	694	1136	21:45			51	267	45	195	462
10:00			121		108			22:00			24		43		
10:15			110		122			22:15			10		58		
10:30			112		124			22:30			19		57		
10:45			115	458	103	457	915	22:45			13	66	41	199	265
11:00			104		113			23:00			9		32		
11:15			117		150			23:15			38		26		
11:30			141		137			23:30			27		12		
11:45			119	481	131	531	1012	23:45			16	90	8	78	168
Total Vol.			3066		5175		**8241**				7584		6143		**13727**

Daily Totals

NB	SB	EB	WB	Combined
		10650	11318	**21968**

	AM			PM		
Split %	37.2%	62.8%	**37.5%**	55.2%	44.8%	**62.5%**
Peak Hour	07:30	07:15	**07:15**	16:30	14:15	**16:15**
Volume	645	1279	**1894**	1115	816	**1890**
P.H.F.	0.89	0.93	**0.97**	0.98	0.93	**0.98**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

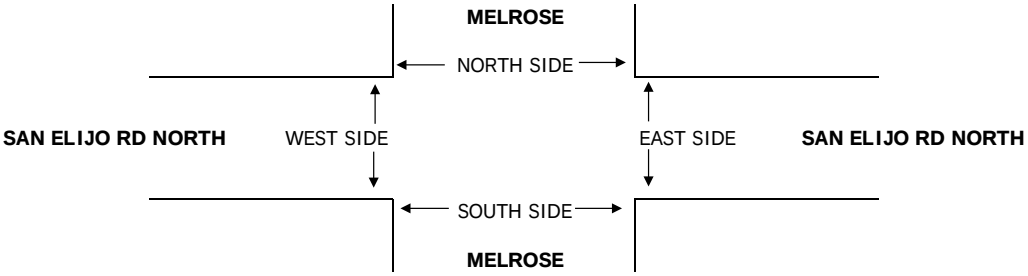
DATE:	LOCATION:	SAN MARCOS	PROJECT #:	ETD19-1220-01
12/17/19	NORTH & SOUTH:	MELROSE	LOCATION #:	13
TUESDAY	EAST & WEST:	SAN ELIJO RD NORTH	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND MELROSE			SOUTHBOUND MELROSE			EASTBOUND SAN ELIJO RD NORTH			WESTBOUND SAN ELIJO RD NORTH				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	27	21	5	81	2	8	18	108	3	3	250	187	713		2	12		14
	7:15 AM	29	45	11	144	6	5	25	123	2	2	222	244	858			13	2	15
	7:30 AM	29	39	12	167	9	8	20	115	6	9	234	276	924		1	14	2	17
	7:45 AM	21	36	4	85	13	6	25	86	4	17	245	266	808			9	1	10
	8:00 AM	20	56	5	82	8	1	17	119	12	7	260	183	770			8		8
	8:15 AM	23	48	7	60	11	3	27	83	7	6	253	173	701			11		11
	8:30 AM	23	20	5	69	13	2	11	111	6	8	229	116	613			7		7
	8:45 AM	9	15	3	46	10	4	8	106	9	4	228	145	587			3		3
	VOLUMES	181	280	52	734	72	37	151	851	49	56	1,921	1,590	5,974	0	3	77	5	85
	APPROACH %	35%	55%	10%	87%	9%	4%	14%	81%	5%	2%	54%	45%						
	APP/DEPART	513	/	2,021	843	/	177	1,051	/	1,637	3,567	/	2,139	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	99	176	32	478	36	20	87	443	24	35	961	969	3,360					
	APPROACH %	32%	57%	10%	90%	7%	4%	16%	80%	4%	2%	49%	49%						
	PEAK HR FACTOR		0.903			0.726			0.923			0.930		0.909					
	APP/DEPART	307	/	1,232	534	/	95	554	/	953	1,965	/	1,080	0					
PM	4:00 PM	11	13	0	180	10	10	4	283	17	11	133	91	763			11	3	14
	4:15 PM	10	9	2	139	9	11	6	278	18	10	135	81	708			6		6
	4:30 PM	9	20	6	209	17	19	8	250	18	13	121	85	775			4	2	6
	4:45 PM	11	14	5	142	16	13	8	275	22	12	150	91	759			4	2	6
	5:00 PM	14	13	4	211	14	11	7	270	23	9	134	72	782			6	2	8
	5:15 PM	12	10	0	178	12	6	12	294	21	25	156	73	799			7		7
	5:30 PM	12	12	1	167	11	10	13	247	16	12	141	71	713			7	2	9
	5:45 PM	12	16	2	162	13	10	8	232	17	13	130	54	669			5	3	8
	VOLUMES	91	107	20	1,388	102	90	66	2,129	152	105	1,100	618	5,968	0	0	50	14	64
	APPROACH %	42%	49%	9%	88%	6%	6%	3%	91%	6%	6%	60%	34%						
	APP/DEPART	218	/	791	1,580	/	359	2,347	/	3,537	1,823	/	1,281	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	46	57	15	740	59	49	35	1,089	84	59	561	321	3,115					
	APPROACH %	39%	48%	13%	87%	7%	6%	3%	90%	7%	6%	60%	34%						
	PEAK HR FACTOR		0.843			0.865			0.924			0.926		0.975					
	APP/DEPART	118	/	413	848	/	202	1,208	/	1,844	941	/	656	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		2			2					0					0
	7:15 AM				1	1					0					0
	7:30 AM				1	1					0					0
	7:45 AM		4		1	5					0			1		1
	8:00 AM		1			1					0		1			1
	8:15 AM					0					0					0
	8:30 AM	3			2	5					0					0
	8:45 AM		1			1					0		1			1
	TOTAL	3	8	0	5	16	0	0	0	0	0	0	2	1	0	3
PM	4:00 PM	3			2	5					0					0
	4:15 PM	1			1	2					0		1			1
	4:30 PM	1	1		1	3					0	1				1
	4:45 PM					0					0		2			2
	5:00 PM	2			2	4					0					0
	5:15 PM					0					0				1	1
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	7	1	0	6	14	0	0	0	0	0	1	3	0	1	5

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

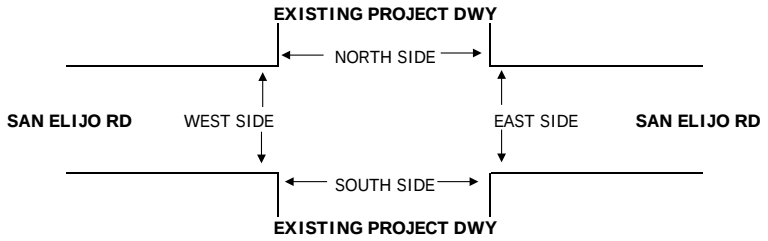
DATE:	LOCATION:	SAN MARCOS	PROJECT #:	ETD19-1220-01
12/17/19	NORTH & SOUTH:	EXISTING PROJECT DWY	LOCATION #:	16
TUESDAY	EAST & WEST:	SAN ELIJO RD	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND EXISTING PROJECT DWY			SOUTHBOUND EXISTING PROJECT DWY			EASTBOUND SAN ELIJO RD			WESTBOUND SAN ELIJO RD				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0		0					197	0	0	456		653					0
	7:15 AM	0		0					290	1	0	508		799					0
	7:30 AM	0		0					330	0	0	553		883					0
	7:45 AM	0		1					208	0	0	496		705					0
	8:00 AM	0		0					209	0	0	439		648				1	1
	8:15 AM	0		0					142	0	0	399		541					0
	8:30 AM	0		2					185	2	0	364		553					0
	8:45 AM	0		1					154	0	0	366		521					0
	VOLUMES	0	0	4	0	0	0	0	1,715	3	0	3,581	0	5,303	0	0	0	1	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	4	/	0	0	/	3	1,718	/	1,719	3,581	/	3,581	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	1	0	0	0	0	1,025	1	0	2,013	0	3,040					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.777			0.910		0.861					
	APP/DEPART	1	/	0	0	/	1	1,026	/	1,026	2,013	/	2,013	0					
PM	2:00 PM	0		0					297	1	0	191		489					0
	2:15 PM	0		1					315	3	0	248		567					0
	2:30 PM	0		0					328	1	0	401		730					0
	2:45 PM	7		3					291	1	0	234		536					0
	3:00 PM	2		10					299	0	0	223		534					0
	3:15 PM	1		2					341	2	0	243		589					0
	3:30 PM	0		1					431	0	0	278		710				1	1
	3:45 PM	0		2					378	2	0	236		618					0
	4:00 PM	0		0					438	2	0	241		681					0
	4:15 PM	0		3					412	2	1	228		646					0
	4:30 PM	2		3					433	4	0	222		664					0
	4:45 PM	1		3					411	6	2	253		676					0
	5:00 PM	0		9					441	4	0	236		690					0
	5:15 PM	0		6					398	6	0	229		639					0
	5:30 PM	0		1					415	8	0	234		658					0
	5:45 PM	0		3					419	3	0	228		653					0
	VOLUMES	13	0	47	0	0	0	0	6,047	45	3	3,925	0	10,080	0	0	0	1	1
	APPROACH %	22%	0%	78%	0%	0%	0%	0%	99%	1%	0%	100%	0%						
	APP/DEPART	60	/	0	0	/	48	6,092	/	6,094	3,928	/	3,938	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	6	0	43	0	0	0	0	4,816	39	3	2,851	0	7,758					
	APPROACH %	12%	0%	88%	0%	0%	0%	0%	99%	1%	0%	100%	0%						
	PEAK HR FACTOR		1.021			0.000			2.777			2.567		2.732					
	APP/DEPART	49	/	0	0	/	42	4,855	/	4,859	2,854	/	2,857	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		1			1					0		1			1
	7:15 AM		4			4					0		3			3
	7:30 AM		1			1					0		1			1
	7:45 AM					0					0					0
	8:00 AM	2	2			4					0	1	2			3
	8:15 AM	2				2					0		4			4
	8:30 AM					0					0		2			2
	8:45 AM	2				2					0	1				1
	TOTAL	6	8	0	0	14	0	0	0	0	0	2	13	0	0	15
PM	2:00 PM	1	1			2					0					0
	2:15 PM	1	1			2					0		4			4
	2:30 PM	1	47			48					0		1			1
	2:45 PM		6			6					0		2			2
	3:00 PM	1	3			4					0		1			1
	3:15 PM	1	3			4					0		2			2
	3:30 PM	1				1					0		2			2
	3:45 PM	1				1					0					0
	4:00 PM		2			2					0					0
	4:15 PM	2	1			3					0		3			3
	4:30 PM	3	1			4					0					0
	4:45 PM	1	1			2					0		3			3
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM		3			3					0					0
	5:45 PM					0					0					0
	TOTAL	13	69	0	0	82	0	0	0	0	0	0	18	0	0	18

INTERSECTION TURNING MOVEMENT COUNTS

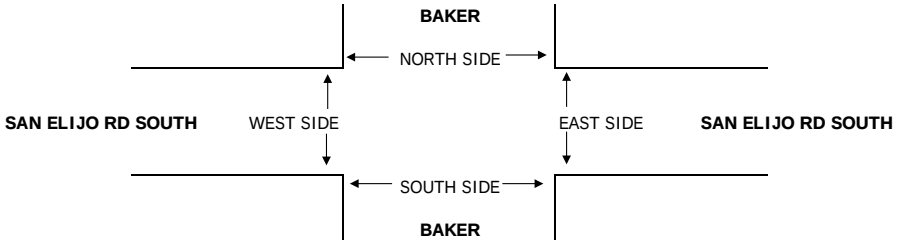
PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

DATE:	LOCATION:	SAN MARCOS	PROJECT #:	ETD19-1220-01
12/17/19	NORTH & SOUTH:	BAKER	LOCATION #:	12
TUESDAY	EAST & WEST:	SAN ELIJO RD SOUTH	CONTROL:	SIGNAL

NOTES: INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (BAKER)			SOUTHBOUND (BAKER)			EASTBOUND (SAN ELIJO RD SOUTH)			WESTBOUND (SAN ELIJO RD SOUTH)				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM		11	6	3	6		7	190	4				227					0
	7:15 AM		28	5	3	5		20	233	2				296					0
	7:30 AM		50	2	4	5		16	261	3				341					0
	7:45 AM		38	9	6	6		10	198	6				273					0
	8:00 AM		4	9	9	3		7	186	10				228					0
	8:15 AM		12	7	6	9		4	139	4				181					0
	8:30 AM		23	8	6	11		12	172	4				236					0
	8:45 AM		9	7	4	10		6	147	7				190					0
	VOLUMES	0	175	53	41	55	0	82	1,526	40	0	0	0	1,972	0	0	0	0	0
	APPROACH %	0%	77%	23%	43%	57%	0%	5%	93%	2%	0%	0%	0%						
	APP/DEPART	228	/	257	96	/	95	1,648	/	1,620	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	120	25	22	19	0	53	878	21	0	0	0	1,138					
	APPROACH %	0%	83%	17%	54%	46%	0%	6%	92%	2%	0%	0%	0%						
	PEAK HR FACTOR		0.697			0.854			0.850			0.000		0.834					
	APP/DEPART	145	/	173	41	/	40	952	/	925	0	/	0	0					
PM	2:00 PM		6	10	11	16		13	253	8				317					0
	2:15 PM		15	12	7	10		26	229	15				314					0
	2:30 PM		34	10	7	18		23	294	7				393					0
	2:45 PM		24	9	10	21		12	264	8				348					0
	3:00 PM		10	13	7	12		8	275	7				332					0
	3:15 PM		6	14	9	18		11	307	7				372					0
	3:30 PM		12	26	9	10		10	407	17				491					0
	3:45 PM		10	15	5	18		20	353	9				430					0
	4:00 PM		10	26	6	15		12	389	16				474					0
	4:15 PM		10	24	12	20		13	387	10				476					0
	4:30 PM		9	24	12	18		17	391	10				481					0
	4:45 PM		14	21	8	25		12	392	16				488					0
	5:00 PM		16	22	12	23		10	393	8				484					0
	5:15 PM		17	31	5	21		15	376	9				474					0
	5:30 PM		15	30	8	25		13	355	12				458					0
	5:45 PM		7	26	24	20		15	375	10				477					0
	VOLUMES	0	215	313	152	290	0	230	5,440	169	0	0	0	6,809	0	0	0	0	0
	APPROACH %	0%	41%	59%	34%	66%	0%	4%	93%	3%	0%	0%	0%						
	APP/DEPART	528	/	445	442	/	459	5,839	/	5,905	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	136	272	117	225	0	156	4,400	131	0	0	0	5,437					
	APPROACH %	0%	33%	67%	34%	66%	0%	3%	94%	3%	0%	0%	0%						
	PEAK HR FACTOR		2.267			1.943			2.700			0.000		2.768					
	APP/DEPART	408	/	292	342	/	356	4,687	/	4,789	0	/	0	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		1	1		2					0		1			1
	7:15 AM	1	4	1		6					0					0
	7:30 AM	4				4					0					0
	7:45 AM					0					0					0
	8:00 AM			3		3					0		1			1
	8:15 AM		4	6		10					0		4			4
	8:30 AM		3	2		5					0					0
	8:45 AM			1		1					0					0
	TOTAL	5	12	14	0	31	0	0	0	0	0	0	6	0	0	6
PM	2:00 PM		2	1		3					0					0
	2:15 PM	20	59	16	22	117					0					0
	2:30 PM	8	12	34	10	64					0		3	1	1	5
	2:45 PM		4	31		35					0		2	1		3
	3:00 PM		1	9		10					0		1	1		2
	3:15 PM	4	2	8		14					0		2			2
	3:30 PM		3	12	2	17					0			1		1
	3:45 PM	5	3	7		15					0		5			5
	4:00 PM	1	3	14	1	19					0					0
	4:15 PM	1	1	5	3	10					0		4			4
	4:30 PM		2	4		6					0					0
	4:45 PM	1	3	10		14					0		1			1
	5:00 PM	1	6	19	1	27					0		1	2		3
	5:15 PM	4	1	12	2	19					0					0
	5:30 PM	2	2	13	1	18					0					0
	5:45 PM	1	4	5	2	12					0					0
	TOTAL	48	108	200	44	400	0	0	0	0	0	0	19	6	1	26

INTERSECTION TURNING MOVEMENT COUNTS

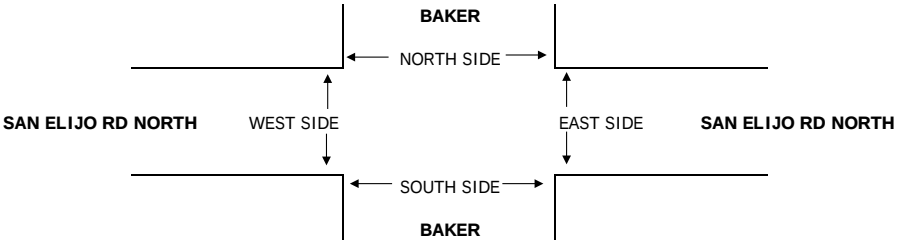
PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

DATE:	LOCATION:	SAN MARCOS	PROJECT #:	ETD19-1220-01
12/17/19	NORTH & SOUTH:	BAKER	LOCATION #:	11
TUESDAY	EAST & WEST:	SAN ELIJO RD NORTH	CONTROL:	SIGNAL

NOTES: INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND BAKER			SOUTHBOUND BAKER			EASTBOUND SAN ELIJO RD NORTH			WESTBOUND SAN ELIJO RD NORTH				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	0			2	8				6	427	1	446					0
	7:15 AM	43	5			4	27				5	445	4	533					0
	7:30 AM	84	2			1	17				5	453	0	562					0
	7:45 AM	47	4			0	12				6	449	1	519					0
	8:00 AM	19	5			4	11				10	421	2	472					0
	8:15 AM	23	0			2	6				11	372	5	419					0
	8:30 AM	32	2			2	4				13	336	3	392					0
	8:45 AM	22	3			0	6				15	328	2	376					0
	VOLUMES	272	21	0	0	15	91	0	0	0	71	3,231	18	3,719	0	0	0	0	0
	APPROACH %	93%	7%	0%	0%	14%	86%	0%	0%	0%	2%	97%	1%						
	APP/DEPART	293	/	39	106	/	86	0	/	0	3,320	/	3,594	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	193	16	0	0	9	67	0	0	0	26	1,768	7	2,086					
	APPROACH %	92%	8%	0%	0%	12%	88%	0%	0%	0%	1%	98%	0%						
	PEAK HR FACTOR		0.608			0.613			0.000			0.983		0.928					
	APP/DEPART	209	/	23	76	/	35	0	/	0	1,801	/	2,028	0					
PM	2:00 PM	15	0			2	5				23	165	2	212					0
	2:15 PM	27	4			1	3				11	216	5	267					0
	2:30 PM	76	2			1	5				18	298	0	400					0
	2:45 PM	29	6			0	5				22	187	2	251					0
	3:00 PM	16	4			1	3				16	215	1	256					0
	3:15 PM	13	8			2	5				17	216	4	265					0
	3:30 PM	23	3			0	6				13	261	3	309					0
	3:45 PM	11	9			0	3				20	218	1	262					0
	4:00 PM	11	4			1	0				18	250	2	286					0
	4:15 PM	14	7			0	4				24	199	5	253					0
	4:30 PM	11	6			3	3				24	222	4	273					0
	4:45 PM	17	13			3	2				29	242	1	307					0
	5:00 PM	23	4			1	6				27	204	1	266					0
	5:15 PM	19	6			1	0				19	205	5	255					0
	5:30 PM	19	7			1	3				31	232	7	300					0
	5:45 PM	12	7			4	1				26	208	4	262					0
	VOLUMES	336	90	0	0	21	54	0	0	0	338	3,538	47	4,424	0	0	0	0	0
	APPROACH %	79%	21%	0%	0%	28%	72%	0%	0%	0%	9%	90%	1%						
	APP/DEPART	426	/	137	75	/	359	0	/	0	3,923	/	3,928	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	189	78	0	0	17	36	0	0	0	264	2,672	38	3,294					
	APPROACH %	71%	29%	0%	0%	32%	68%	0%	0%	0%	9%	90%	1%						
	PEAK HR FACTOR		2.225			1.893			0.000			2.684		2.665					
	APP/DEPART	267	/	116	53	/	281	0	/	0	2,974	/	2,897	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM			2		2					0					0
	7:15 AM	2		2		4					0					0
	7:30 AM	1	2	1		4					0	1				1
	7:45 AM	1				1					0	1				1
	8:00 AM	4				4					0				1	1
	8:15 AM	5		4		9					0					0
	8:30 AM	2		2		4					0			1		1
	8:45 AM			1		1					0	4				4
	TOTAL	15	2	12	0	29	0	0	0	0	0	6	0	1	1	8
PM	2:00 PM			1		1					0	2				2
	2:15 PM	3	3	8	1	15					0					0
	2:30 PM	7	3	5		15					0				1	1
	2:45 PM			11		11					0					0
	3:00 PM	1	1	2		4					0					0
	3:15 PM	4		5		9					0					0
	3:30 PM	13		5		18					0					0
	3:45 PM			2		2					0	1				1
	4:00 PM			1		1					0					0
	4:15 PM			1		1					0		1			1
	4:30 PM			1		1					0	2				2
	4:45 PM			2		2					0	1				1
	5:00 PM	1		3		4					0			3		3
	5:15 PM			1		1					0					0
	5:30 PM			1		1					0					0
	5:45 PM					0					0					0
	TOTAL	29	7	49	1	86	0	0	0	0	0	6	1	3	1	11

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

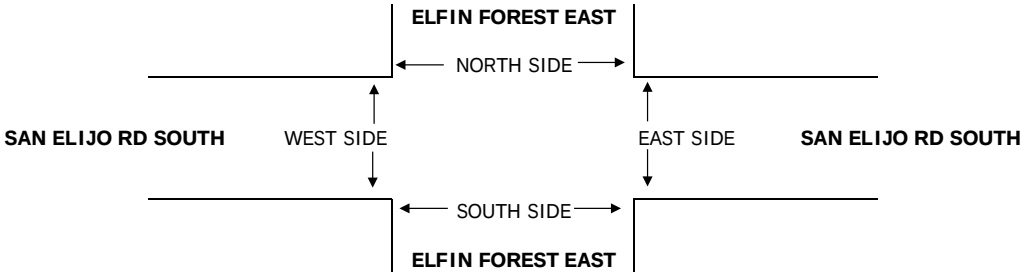
DATE:	LOCATION:	SAN MARCOS	PROJECT #:	ETD19-1220-01
12/17/19	NORTH & SOUTH:	ELFIN FOREST EAST	LOCATION #:	8
TUESDAY	EAST & WEST:	SAN ELIJO RD SOUTH	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND ELFIN FOREST EAST			SOUTHBOUND ELFIN FOREST EAST			EASTBOUND SAN ELIJO RD SOUTH			WESTBOUND SAN ELIJO RD SOUTH				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM		118	19				16	134					287					0
	7:15 AM		128	16				41	126					311					0
	7:30 AM		111	11				46	153					321					0
	7:45 AM		129	16				49	153					347					0
	8:00 AM		154	17				27	129					327					0
	8:15 AM		117	20				14	121					272					0
	8:30 AM		115	13				23	136					287					0
	8:45 AM		81	7				22	105					215					0
	VOLUMES	0	953	119	0	0	0	238	1,057	0	0	0	0	2,367	0	0	0	0	0
	APPROACH %	0%	89%	11%	0%	0%	0%	18%	82%	0%	0%	0%	0%						
	APP/DEPART	1,072	/	1,191	0	/	0	1,295	/	1,176	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	522	60	0	0	0	163	561	0	0	0	0	1,306					
	APPROACH %	0%	90%	10%	0%	0%	0%	23%	77%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.851			0.000			0.896			0.000		0.941					
	APP/DEPART	582	/	685	0	/	0	724	/	621	0	/	0	0					
PM	4:00 PM		70	15				41	264					390					0
	4:15 PM		57	15				46	239					357					0
	4:30 PM		71	28				38	262					399					0
	4:45 PM		80	19				38	261					398					0
	5:00 PM		62	13				42	271					388					0
	5:15 PM		64	19				51	246					380					0
	5:30 PM		88	16				70	251					425					0
	5:45 PM		60	27				71	286					444					0
	VOLUMES	0	552	152	0	0	0	397	2,080	0	0	0	0	3,181	0	0	0	0	0
	APPROACH %	0%	78%	22%	0%	0%	0%	16%	84%	0%	0%	0%	0%						
	APP/DEPART	704	/	949	0	/	0	2,477	/	2,232	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	274	75	0	0	0	234	1,054	0	0	0	0	1,637					
	APPROACH %	0%	79%	21%	0%	0%	0%	18%	82%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.839			0.000			0.902			0.000		0.922					
	APP/DEPART	349	/	508	0	/	0	1,288	/	1,129	0	/	0	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	8	2	12		22					0		1			1
	7:15 AM	30	27	68	6	131					0					0
	7:30 AM	49	49	125	17	240					0			1		1
	7:45 AM	29	40	55	13	137					0					0
	8:00 AM		5	5		10					0		2			2
	8:15 AM	4	4	5	2	15					0		3			3
	8:30 AM		6	4		10					0					0
	8:45 AM		1	2	1	4					0			1		1
	TOTAL	120	134	276	39	569	0	0	0	0	0	0	6	2	0	8
PM	4:00 PM	9	2	3	6	20					0					0
	4:15 PM	1	1	2		4					0		2			2
	4:30 PM	2	6	4	5	17					0					0
	4:45 PM		1			1					0				1	1
	5:00 PM	5		4	1	10					0					0
	5:15 PM	2	1	1		4					0					0
	5:30 PM	2	3	1	1	7					0				1	1
	5:45 PM	5	2	4	3	14					0		1			1
	TOTAL	26	16	19	16	77	0	0	0	0	0	0	3	0	2	5

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

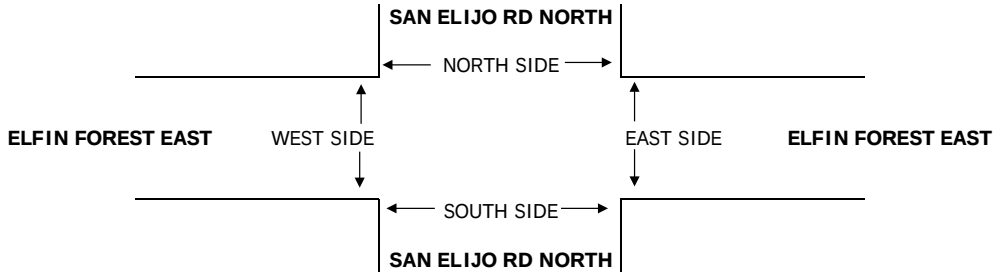
DATE:	LOCATION:	SAN MARCOS	PROJECT #:	ETD19-1220-01
12/17/19	NORTH & SOUTH:	SAN ELIJO RD NORTH	LOCATION #:	7
TUESDAY	EAST & WEST:	ELFIN FOREST EAST	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND SAN ELIJO RD NORTH			SOUTHBOUND SAN ELIJO RD NORTH			EASTBOUND ELFIN FOREST EAST			WESTBOUND ELFIN FOREST EAST				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	153	13									242	5	413					0
	7:15 AM	148	16									271	7	442					0
	7:30 AM	145	14									279	5	443					0
	7:45 AM	145	37									308	13	503					0
	8:00 AM	155	33									293	20	501					0
	8:15 AM	124	23									290	22	459					0
	8:30 AM	113	13									267	26	419					0
	8:45 AM	81	25									265	38	409					0
	VOLUMES	1,064	174	0	0	0	0	0	0	0	0	2,215	136	3,589	0	0	0	0	0
	APPROACH %	86%	14%	0%	0%	0%	0%	0%	0%	0%	0%	94%	6%						
	APP/DEPART	1,238	/	310	0	/	0	0	/	0	2,351	/	3,279	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	569	107	0	0	0	0	0	0	0	0	1,170	60	1,906					
	APPROACH %	84%	16%	0%	0%	0%	0%	0%	0%	0%	0%	95%	5%						
	PEAK HR FACTOR		0.899			0.000			0.000			0.958		0.947					
	APP/DEPART	676	/	167	0	/	0	0	/	0	1,230	/	1,739	0					
PM	4:00 PM	70	40									189	22	321					0
	4:15 PM	59	40									181	25	305					0
	4:30 PM	65	48									191	18	322					0
	4:45 PM	80	38									186	12	316					0
	5:00 PM	66	40									188	17	311					0
	5:15 PM	57	57									162	25	301					0
	5:30 PM	86	72									182	16	356					0
	5:45 PM	62	68									181	18	329					0
	VOLUMES	545	403	0	0	0	0	0	0	0	0	1,460	153	2,561	0	0	0	0	0
	APPROACH %	57%	43%	0%	0%	0%	0%	0%	0%	0%	0%	91%	9%						
	APP/DEPART	948	/	556	0	/	0	0	/	0	1,613	/	2,005	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	271	237	0	0	0	0	0	0	0	0	713	76	1,297					
	APPROACH %	53%	47%	0%	0%	0%	0%	0%	0%	0%	0%	90%	10%						
	PEAK HR FACTOR		0.804			0.000			0.000			0.962		0.911					
	APP/DEPART	508	/	313	0	/	0	0	/	0	789	/	984	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM			3		3					0					0
	7:15 AM	6	1	26		33					0					0
	7:30 AM	2	4	56	1	63					0					0
	7:45 AM	2		13		15					0					0
	8:00 AM	4		2		6					0					0
	8:15 AM	6				6					0					0
	8:30 AM	2	1	2	1	6					0					0
	8:45 AM	2		4	2	8					0					0
	TOTAL	24	6	106	4	140	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	7	1	1	1	10					0					0
	4:15 PM	3	2	2	9	16					0					0
	4:30 PM	1	4	13		18					0					0
	4:45 PM	2	1	1	2	6					0	1				1
	5:00 PM		4	5	1	10					0					0
	5:15 PM	2			6	8					0					0
	5:30 PM	7			8	15					0					0
	5:45 PM	2	4	5	3	14					0					0
	TOTAL	24	16	27	30	97	0	0	0	0	0	1	0	0	0	1

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

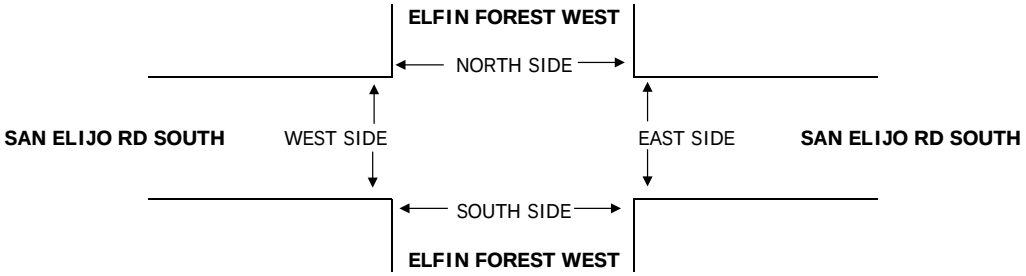
DATE:	LOCATION:	SAN MARCOS	PROJECT #:	ETD19-1220-01
12/17/19	NORTH & SOUTH:	ELFIN FOREST WEST	LOCATION #:	10
TUESDAY	EAST & WEST:	SAN ELIJO RD SOUTH	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND ELFIN FOREST WEST			SOUTHBOUND ELFIN FOREST WEST			EASTBOUND SAN ELIJO RD SOUTH			WESTBOUND SAN ELIJO RD SOUTH				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM				24	23			118	67				232					0
	7:15 AM				25	30			152	99				306					0
	7:30 AM				31	29			175	81				316					0
	7:45 AM				31	27			165	57				280					0
	8:00 AM				23	54			135	64				276					0
	8:15 AM				27	80			105	55				267					0
	8:30 AM				28	73			131	55				287					0
	8:45 AM				12	32			115	41				200					0
	VOLUMES	0	0	0	201	348	0	0	1,096	519	0	0	0	2,164	0	0	0	0	0
	APPROACH %	0%	0%	0%	37%	63%	0%	0%	68%	32%	0%	0%	0%						
	APP/DEPART	0	/	0	549	/	867	1,615	/	1,297	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	110	140	0	0	627	301	0	0	0	1,178					
	APPROACH %	0%	0%	0%	44%	56%	0%	0%	68%	32%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.812			0.906			0.000		0.932					
	APP/DEPART	0	/	0	250	/	441	928	/	737	0	/	0	0					
PM	4:00 PM				15	28			284	130				457					0
	4:15 PM				23	23			265	155				466					0
	4:30 PM				28	28			280	145				481					0
	4:45 PM				20	21			289	143				473					0
	5:00 PM				21	26			302	125				474					0
	5:15 PM				20	18			279	127				444					0
	5:30 PM				27	14			295	98				434					0
	5:45 PM				36	15			327	72				450					0
	VOLUMES	0	0	0	190	173	0	0	2,321	995	0	0	0	3,679	0	0	0	0	0
	APPROACH %	0%	0%	0%	52%	48%	0%	0%	70%	30%	0%	0%	0%						
	APP/DEPART	0	/	0	363	/	1,168	3,316	/	2,511	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	92	98	0	0	1,136	568	0	0	0	1,894					
	APPROACH %	0%	0%	0%	48%	52%	0%	0%	67%	33%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.848			0.986			0.000		0.984					
	APP/DEPART	0	/	0	190	/	666	1,704	/	1,228	0	/	0	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM				2	2					0		1			1
	7:15 AM	12	5		9	26					0					0
	7:30 AM	27	11	2	9	49					0		1	1		2
	7:45 AM	2	6		1	9					0					0
	8:00 AM	2	2	3	3	10					0		1			1
	8:15 AM		2	1	3	6					0		2			2
	8:30 AM		1		4	5					0					0
	8:45 AM	3	1	2	3	9					0		1		1	2
	TOTAL	46	28	8	34	116	0	0	0	0	0	0	6	1	1	8
PM	4:00 PM	2		2	5	9					0					0
	4:15 PM	5	6	5	5	21					0					0
	4:30 PM	2	7	3	10	22					0		2			2
	4:45 PM	5		9	11	25					0		1		1	2
	5:00 PM	10	6	7	11	34					0					0
	5:15 PM	8	2	3	9	22					0				1	1
	5:30 PM	6	4	6	7	23					0					0
	5:45 PM	9	4	9	7	29					0					0
	TOTAL	47	29	44	65	185	0	0	0	0	0	0	3	0	2	5

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

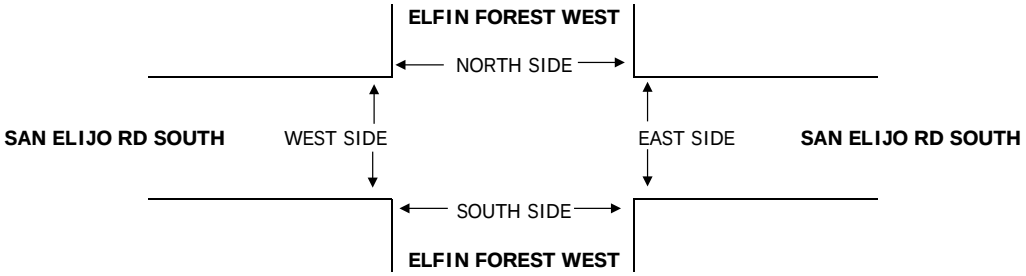
DATE:	LOCATION:	SAN MARCOS	PROJECT #:	ETD19-1220-01
12/17/19	NORTH & SOUTH:	ELFIN FOREST WEST	LOCATION #:	9
TUESDAY	EAST & WEST:	SAN ELIJO RD SOUTH	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND ELFIN FOREST WEST			SOUTHBOUND ELFIN FOREST WEST			EASTBOUND SAN ELIJO RD SOUTH			WESTBOUND SAN ELIJO RD SOUTH				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM					36	67				18	378		499					0
	7:15 AM					25	81				26	376		508					0
	7:30 AM					45	69				26	395		535					0
	7:45 AM					28	46				24	431		529					0
	8:00 AM					50	42				33	406		531					0
	8:15 AM					55	35				37	370		497					0
	8:30 AM					58	32				41	339		470					0
	8:45 AM					17	33				26	324		400					0
	VOLUMES	0	0	0	0	314	405	0	0	0	231	3,019	0	3,969	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	44%	56%	0%	0%	0%	7%	93%	0%						
	APP/DEPART	0	/	0	719	/	545	0	/	0	3,250	/	3,424	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	148	238	0	0	0	109	1,608	0	2,103					
	APPROACH %	0%	0%	0%	0%	38%	62%	0%	0%	0%	6%	94%	0%						
	PEAK HR FACTOR		0.000			0.846			0.000			0.943		0.983					
	APP/DEPART	0	/	0	386	/	257	0	/	0	1,717	/	1,846	0					
PM	4:00 PM					30	35				27	237		329					0
	4:15 PM					31	24				22	222		299					0
	4:30 PM					22	29				30	224		305					0
	4:45 PM					16	35				29	243		323					0
	5:00 PM					11	26				34	220		291					0
	5:15 PM					18	32				22	203		275					0
	5:30 PM					23	41				27	238		329					0
	5:45 PM					24	28				23	222		297					0
	VOLUMES	0	0	0	0	175	250	0	0	0	214	1,809	0	2,448	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	41%	59%	0%	0%	0%	11%	89%	0%						
	APP/DEPART	0	/	0	425	/	389	0	/	0	2,023	/	2,059	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	99	123	0	0	0	108	926	0	1,256					
	APPROACH %	0%	0%	0%	0%	45%	55%	0%	0%	0%	10%	90%	0%						
	PEAK HR FACTOR		0.000			0.854			0.000			0.950		0.954					
	APP/DEPART	0	/	0	222	/	207	0	/	0	1,034	/	1,049	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	3	6	3	2	14					0					0
	7:15 AM	9	11	7	9	36					0	1				1
	7:30 AM	7	5	9	2	23					0					0
	7:45 AM	7	20	8	6	41					0					0
	8:00 AM	10		2		12					0					0
	8:15 AM	4	2	6	6	18					0					0
	8:30 AM	3	3	2	2	10					0		1			1
	8:45 AM		4	4	4	12					0	1	1			2
	TOTAL	43	51	41	31	166	0	0	0	0	0	2	2	0	0	4
PM	4:00 PM	3	1	1	4	9					0					0
	4:15 PM	1	9	5	4	19					0					0
	4:30 PM	3	9	2	6	20					0	1				1
	4:45 PM	1	6	3	4	14					0	1	1			2
	5:00 PM	1	4	1	6	12					0					0
	5:15 PM		3	1	4	8					0					0
	5:30 PM		5			5					0					0
	5:45 PM		4		2	6					0				1	1
	TOTAL	9	41	13	30	93	0	0	0	0	0	2	1	0	1	4

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

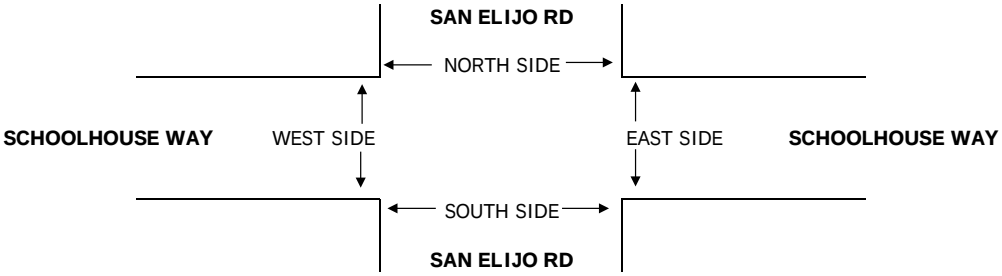
DATE:	LOCATION:	SAN MARCOS	PROJECT #:	ETD19-1220-01
12/17/19	NORTH & SOUTH:	SAN ELIJO RD	LOCATION #:	6
TUESDAY	EAST & WEST:	SCHOOLHOUSE WAY	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, ▼ S

		NORTHBOUND SAN ELIJO RD			SOUTHBOUND SAN ELIJO RD			EASTBOUND SCHOOLHOUSE WAY			WESTBOUND SCHOOLHOUSE WAY				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	5	4	17	2	2	17	5	106	13	47	229	2	449					0
	7:15 AM	38	3	37	8	6	33	3	92	37	90	265	2	614					0
	7:30 AM	43	4	61	6	9	18	10	102	42	97	211	1	604					0
	7:45 AM	46	7	52	7	7	28	16	120	37	60	236	2	618					0
	8:00 AM	28	0	30	2	11	19	5	98	25	65	234	2	519					0
	8:15 AM	63	5	47	3	5	16	8	131	30	56	231	5	600					0
	8:30 AM	54	2	29	6	10	13	10	103	20	56	226	3	532					0
	8:45 AM	48	6	35	5	0	20	7	119	4	12	219	3	478					0
	VOLUMES	325	31	308	39	50	164	64	871	208	483	1,851	20	4,414	0	0	0	0	0
	APPROACH %	49%	5%	46%	15%	20%	65%	6%	76%	18%	21%	79%	1%						
	APP/DEPART	664	/	115	253	/	741	1,143	/	1,218	2,354	/	2,340	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	155	14	180	23	33	98	34	412	141	312	946	7	2,355					
	APPROACH %	44%	4%	52%	15%	21%	64%	6%	70%	24%	25%	75%	1%						
	PEAK HR FACTOR		0.808			0.819			0.848			0.886		0.953					
	APP/DEPART	349	/	55	154	/	486	587	/	615	1,265	/	1,199	0					
PM	4:00 PM	13	1	11	1	4	9	13	252	11	21	183	8	527					0
	4:15 PM	23	6	29	8	0	4	14	226	8	14	175	9	516					0
	4:30 PM	10	2	12	5	1	23	16	267	8	10	195	6	555					0
	4:45 PM	5	1	5	5	0	16	18	271	0	7	161	6	495					0
	5:00 PM	3	1	5	4	2	15	17	276	7	4	194	11	539					0
	5:15 PM	7	2	16	5	0	17	20	242	3	5	169	5	491					0
	5:30 PM	5	0	22	2	0	11	20	248	6	3	171	5	493					0
	5:45 PM	3	0	10	3	0	13	34	278	10	9	207	6	573					0
	VOLUMES	69	13	110	33	7	108	152	2,060	53	73	1,455	56	4,189	0	0	0	0	0
	APPROACH %	36%	7%	57%	22%	5%	73%	7%	91%	2%	5%	92%	4%						
	APP/DEPART	192	/	221	148	/	133	2,265	/	2,203	1,584	/	1,632	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	41	10	51	22	3	58	65	1,040	23	35	725	32	2,105					
	APPROACH %	40%	10%	50%	27%	4%	70%	6%	92%	2%	4%	92%	4%						
	PEAK HR FACTOR		0.440			0.716			0.940			0.938		0.948					
	APP/DEPART	102	/	107	83	/	61	1,128	/	1,113	792	/	824	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2	2			4					0		1			1
	7:15 AM	1	2			3					0					0
	7:30 AM		3		2	5					0					0
	7:45 AM	1	7		4	12					0					0
	8:00 AM	1	10		11	22					0		8		12	20
	8:15 AM	1	34		30	65					0		11		7	18
	8:30 AM	1	22		24	47					0					0
	8:45 AM		7		3	10					0		1			1
	TOTAL	7	87	0	74	168	0	0	0	0	0	0	21	0	19	40
PM	4:00 PM		2		2	4					0	1			1	2
	4:15 PM		2		1	3					0		1			1
	4:30 PM		3		1	4					0	1				1
	4:45 PM	2				2					0	1	1		1	3
	5:00 PM					0					0					0
	5:15 PM		1			1					0					0
	5:30 PM	1				1					0					0
	5:45 PM		2		2	4					0		1			1
	TOTAL	3	10	0	6	19	0	0	0	0	0	3	3	0	2	8

EBT		PHV	EB Approach Total	Int Peak Total	PHF
438		1,694	1,708	2,667	
412	414	1,697	1,713	2,676	0.96236
433	437	1,683	1,703	2,669	
411	417	1,665	1,689	2,663	
441	445	1,673	1,694	2,640	
398		1,232	1,249	1,950	
415		834	845	1,311	
419		421	424	896	

EBR		
2		14
2		16
4		20
6		24
4		21
6		17
8		11
3		3

WBL		PHV	WB Approach Total		PHF
0		3	947		
1	229	3	942		0.923529
0	222	2	942		
2	255	2	954		
0	236	0	927		
0		0	691		
0		0	462		
0		241	469		

WBT		PHV
241		944
228		939
222		940
253		952
236		927
229		691
234		462
228		228

NBL		PHV	NB Approach Total		PHF
0		3	12		
0	3	3	21		0.583333
2	5	3	24		
1	4	1	20		

0	9	0	19
0		0	10
0		0	4
0		0	3

NBR

0	9
3	18
3	21
3	19
9	19
6	10
1	4
3	3

NBL		PHV	NB Approach Total	Int Peak Total	PHF
11		53	83	1,119	
14		65	95	1,099	
11		70	99	1,101	
17	30	78	108	1,128	0.9
23	27	73	97	1,083	
19	25	50	70	817	
19	26	31	45	562	
12		16	24	537	

NBT					
4		30			
7		30			
6		29			
13		30			
4		24			
6		20			
7		14			
7		8			

SBT		PHV	SB Approach Total		PHF
1		7	16		
0		7	22		
3		8	19		
3	5	6	17		0.607143
1	7	7	17		
1	1	6	10		
1	4	5	9		
4		4	23		

SBR		PHV			
0		9			
4		15			
3		11			
2		11			
6		10			
0		4			
3		4			
1		19			

WBL		PHV	WB Approach Total		PHF
18		95	1,020		
24		104	982		
24		99	983		
29	272	106	1,003		0.921875

27	232	103	969
19	229	76	737
31	270	57	508
26		276	490

WBT

250		913
199		867
222		873
242		883
204		849
205		645
232		440
208		210

WBR

2		12
5		11
4		11
1		14
1		17
5		16
7		11
4		4

NBT		PHV	NB Approach Total	Int Peak Total	PHF
10		43	138	1,919	
10	34	49	140	1,929	0.921053
9	33	56	154	1,927	
14	35	62	166	1,904	
16	38	55	164	1,893	
17		39	126	1,409	
15		22	78	935	
7		33	65	941	

NBR
26
24
24
21
22
31
30
26

SBL		PHV	SB Approach Total	PHF
6		38	116	
12	32	44	130	0.928571
12	30	37	124	
8	33	33	127	
12	35	49	138	
5		37	103	
8		32	77	
24		39	71	

SBT		PHV
15		78
20		86
18		87
25		94
23		89
21		66
25		45
20		32

EBL		PHV	EB Approach Total	PHF
12		54	1,665	
13	410	52	1,659	0.9875
17	418	54	1,649	
12	420	50	1,611	

10	411	53	1,591
15		43	1,180
13		28	780
15		404	805

EBT

389	1,559
387	1,563
391	1,552
392	1,516
393	1,499
376	1,106
355	730
375	391

EBR

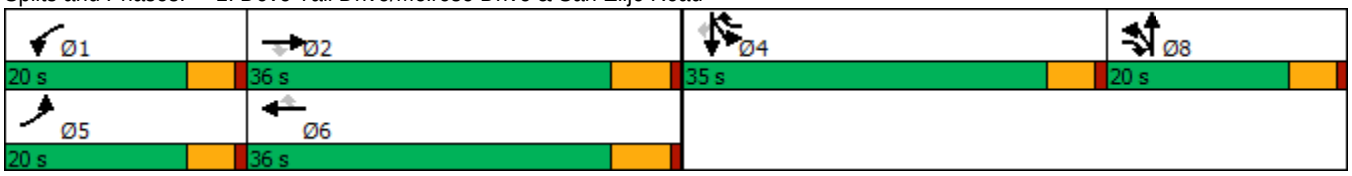
16	52
10	44
10	43
16	45
8	39
9	31
12	22
10	10

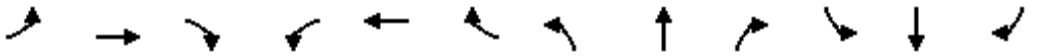
Appendix C
Peak Hour Intersection Capacity Worksheets
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	87	443	24	35	961	969	99	176	478	36	20
Future Volume (vph)	87	443	24	35	961	969	99	176	478	36	20
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	Split	NA	Perm
Protected Phases	5	2	8	1	6	4	8	8	4	4	
Permitted Phases			2			6					4
Detector Phase	5	2	8	1	6	4	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	8.0	10.0	10.0	7.0	10.0	9.0	10.0	10.0	9.0	9.0	9.0
Minimum Split (s)	13.0	29.0	15.0	12.0	32.0	40.0	15.0	15.0	40.0	40.0	40.0
Total Split (s)	20.0	36.0	20.0	20.0	36.0	35.0	20.0	20.0	35.0	35.0	35.0
Total Split (%)	18.0%	32.4%	18.0%	18.0%	32.4%	31.5%	18.0%	18.0%	31.5%	31.5%	31.5%
Yellow Time (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?											
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.5	35.4	51.1	7.5	30.2	62.4	14.7	14.7	31.1	31.1	31.1
Actuated g/C Ratio	0.10	0.34	0.49	0.07	0.29	0.60	0.14	0.14	0.30	0.30	0.30
v/c Ratio	0.54	0.40	0.03	0.30	1.01	1.00	0.44	0.90	0.71	0.69	0.05
Control Delay	57.6	29.0	0.1	55.2	69.5	42.9	49.7	79.4	43.1	42.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	29.0	0.1	55.2	69.5	42.9	49.7	79.4	43.1	42.3	0.1
LOS	E	C	A	E	E	D	D	E	D	D	A
Approach Delay		32.2			56.1			69.8		41.1	
Approach LOS		C			E			E		D	

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 104.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 50.7	Intersection LOS: D
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Dove Tail Drive/Melrose Drive & San Elijo Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	443	24	35	961	969	99	176	32	478	36	20
Future Volume (veh/h)	87	443	24	35	961	969	99	176	32	478	36	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	482	24	38	1033	938	110	196	33	690	0	22
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1225	755	83	1116	870	260	226	38	866	0	381
Arrive On Green	0.08	0.34	0.34	0.05	0.31	0.31	0.15	0.15	0.15	0.24	0.00	0.24
Sat Flow, veh/h	1781	3554	1521	1781	3554	1544	1781	1552	261	3563	0	1569
Grp Volume(v), veh/h	95	482	24	38	1033	938	110	0	229	690	0	22
Grp Sat Flow(s),veh/h/ln	1781	1777	1521	1781	1777	1544	1781	0	1813	1781	0	1569
Q Serve(g_s), s	5.0	9.8	0.8	2.0	26.8	30.0	5.4	0.0	11.8	17.4	0.0	1.0
Cycle Q Clear(g_c), s	5.0	9.8	0.8	2.0	26.8	30.0	5.4	0.0	11.8	17.4	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	137	1225	755	83	1116	870	260	0	265	866	0	381
V/C Ratio(X)	0.69	0.39	0.03	0.46	0.93	1.08	0.42	0.00	0.87	0.80	0.00	0.06
Avail Cap(c_a), veh/h	280	1225	755	280	1116	870	280	0	285	1119	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	23.7	12.6	44.4	31.7	16.0	37.1	0.0	39.9	33.9	0.0	27.8
Incr Delay (d2), s/veh	2.3	0.3	0.0	1.5	12.9	53.7	0.4	0.0	20.9	3.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.9	0.3	0.9	12.7	33.0	2.3	0.0	6.7	7.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	24.0	12.6	45.8	44.6	69.7	37.5	0.0	60.7	37.6	0.0	27.8
LnGrp LOS	D	C	B	D	D	F	D	A	E	D	A	C
Approach Vol, veh/h		601			2009			339			712	
Approach Delay, s/veh		26.9			56.4			53.2			37.3	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	38.9		28.2	12.4	36.0		18.9				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		15.0				
Max Q Clear Time (g_c+I1), s	4.0	11.8		19.4	7.0	32.0		13.8				
Green Ext Time (p_c), s	0.0	3.9		3.1	0.1	0.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		47.5	
HCM 6th LOS		D	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1025	1	0	2013	0	1
Future Vol, veh/h	1025	1	0	2013	0	1
Conflicting Peds, #/hr	0	8	8	0	0	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	91	91	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1314	1	0	2212	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1322	0	-	673
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	0	519	-	0	398
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	515	-	-	392
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

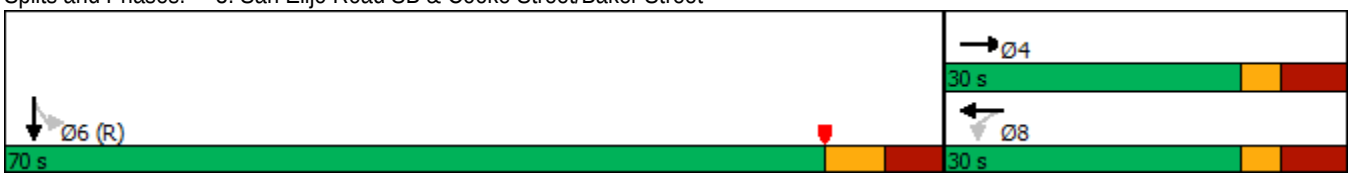
Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.3
HCM LOS			B

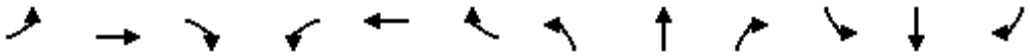
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	392	-	515	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Control Delay (s)	14.3	-	0	-
HCM Lane LOS	B	-	A	-
HCM 95th %tile Q(veh)	0	-	0	-

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	9	193	16	1768
Future Volume (vph)	9	193	16	1768
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	10.0
Minimum Split (s)	25.0	25.0	25.0	26.0
Total Split (s)	30.0	30.0	30.0	70.0
Total Split (%)	30.0%	30.0%	30.0%	70.0%
Yellow Time (s)	3.0	3.0	3.0	4.5
All-Red Time (s)	5.0	5.0	5.0	4.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	8.0		8.0	9.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	22.0		22.0	61.0
Actuated g/C Ratio	0.22		0.22	0.61
v/c Ratio	0.35		1.28	0.85
Control Delay	31.5		184.5	10.9
Queue Delay	0.0		0.0	2.1
Total Delay	31.5		184.5	13.0
LOS	C		F	B
Approach Delay	31.5		184.5	13.0
Approach LOS	C		F	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 33 (33%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 39.4	Intersection LOS: D
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: San Elijo Road SB & Cooke Street/Baker Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	9	67	193	16	0	0	0	0	26	1768	7
Future Volume (veh/h)	0	9	67	193	16	0	0	0	0	26	1768	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		1.00				1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	15	99	316	26	0				27	1804	6
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	45	299	259	16	0				32	2239	8
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	206	1357	862	71	0				52	3670	13
Grp Volume(v), veh/h	0	0	114	342	0	0				962	0	875
Grp Sat Flow(s),veh/h/ln	0	0	1563	933	0	0				1868	0	1867
Q Serve(g_s), s	0.0	0.0	6.1	15.9	0.0	0.0				49.5	0.0	44.3
Cycle Q Clear(g_c), s	0.0	0.0	6.1	22.0	0.0	0.0				49.5	0.0	44.3
Prop In Lane	0.00		0.87	0.92		0.00				0.03		0.01
Lane Grp Cap(c), veh/h	0	0	344	275	0	0				1139	0	1139
V/C Ratio(X)	0.00	0.00	0.33	1.25	0.00	0.00				0.84	0.00	0.77
Avail Cap(c_a), veh/h	0	0	344	275	0	0				1139	0	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.70	0.00	0.00				0.48	0.00	0.48
Uniform Delay (d), s/veh	0.0	0.0	32.8	44.1	0.0	0.0				35.4	0.0	33.3
Incr Delay (d2), s/veh	0.0	0.0	0.2	130.2	0.0	0.0				3.9	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.4	16.8	0.0	0.0				25.9	0.0	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	33.0	174.3	0.0	0.0				39.3	0.0	35.7
LnGrp LOS	A	A	C	F	A	A				D	A	D
Approach Vol, veh/h		114			342						1837	
Approach Delay, s/veh		33.0			174.3						37.6	
Approach LOS		C			F						D	

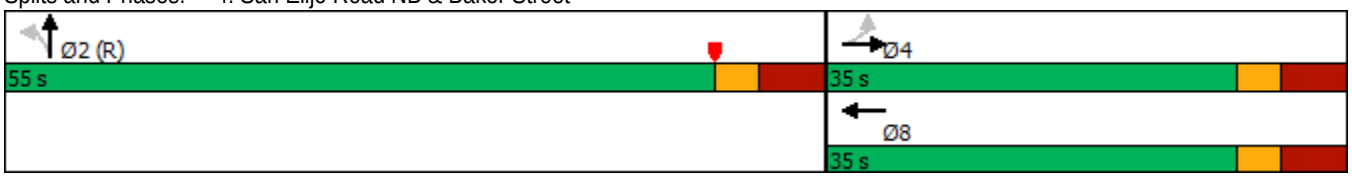
Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		30.0		70.0		30.0			
Change Period (Y+Rc), s		8.0		9.0		8.0			
Max Green Setting (Gmax), s		22.0		61.0		22.0			
Max Q Clear Time (g_c+I1), s		8.1		51.5		24.0			
Green Ext Time (p_c), s		0.3		7.8		0.0			

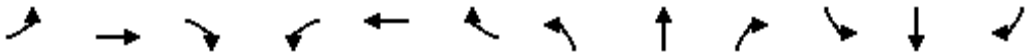
Intersection Summary									
HCM 6th Ctrl Delay		57.7							
HCM 6th LOS		E							

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	22	19	120	878
Future Volume (vph)	22	19	120	878
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	8.0	8.0	8.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	35.0	35.0	35.0	55.0
Total Split (%)	38.9%	38.9%	38.9%	61.1%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	4.5	4.5	4.5	4.5
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		7.5	7.5	7.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		15.1	15.1	59.9
Actuated g/C Ratio		0.17	0.17	0.67
v/c Ratio		0.24	0.66	0.48
Control Delay		33.7	42.8	8.8
Queue Delay		0.0	0.0	0.0
Total Delay		33.7	42.8	8.8
LOS		C	D	A
Approach Delay		33.7	42.8	8.8
Approach LOS		C	D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: San Elijo Road NB & Baker Street





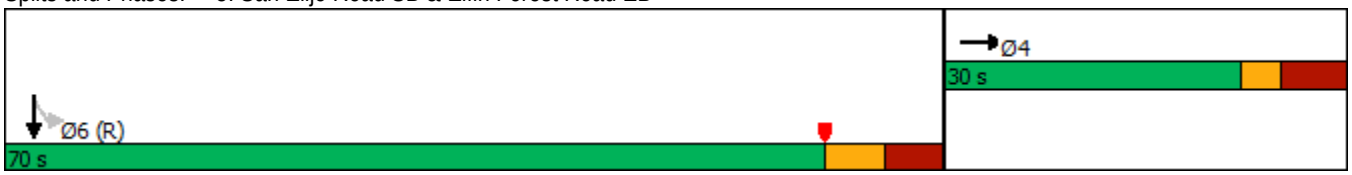
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	19	0	0	120	25	53	878	21	0	0	0
Future Volume (veh/h)	22	19	0	0	120	25	53	878	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	26	22	0	0	171	32	62	1033	23			
Peak Hour Factor	0.85	0.85	0.85	0.70	0.70	0.70	0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	103	70	0	0	244	46	132	2309	54			
Arrive On Green	0.16	0.16	0.00	0.00	0.16	0.16	0.67	0.67	0.67			
Sat Flow, veh/h	256	433	0	0	1512	283	197	3436	80			
Grp Volume(v), veh/h	48	0	0	0	0	203	586	0	532			
Grp Sat Flow(s),veh/h/ln	689	0	0	0	0	1795	1861	0	1853			
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	9.6	13.6	0.0	11.9			
Cycle Q Clear(g_c), s	10.3	0.0	0.0	0.0	0.0	9.6	13.6	0.0	11.9			
Prop In Lane	0.54		0.00	0.00		0.16	0.11		0.04			
Lane Grp Cap(c), veh/h	173	0	0	0	0	290	1250	0	1245			
V/C Ratio(X)	0.28	0.00	0.00	0.00	0.00	0.70	0.47	0.00	0.43			
Avail Cap(c_a), veh/h	374	0	0	0	0	549	1250	0	1245			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.9	0.0	0.0	0.0	0.0	35.7	7.1	0.0	6.8			
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	3.1	1.3	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.0	0.0	4.4	5.2	0.0	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	0.0	0.0	0.0	38.7	8.3	0.0	7.9			
LnGrp LOS	C	A	A	A	A	D	A	A	A			
Approach Vol, veh/h		48			203			1118				
Approach Delay, s/veh		34.7			38.7			8.1				
Approach LOS		C			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		68.0		22.0				22.0				
Change Period (Y+Rc), s		7.5		7.5				7.5				
Max Green Setting (Gmax), s		47.5		27.5				27.5				
Max Q Clear Time (g_c+I1), s		15.6		12.3				11.6				
Green Ext Time (p_c), s		9.6		0.1				1.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									

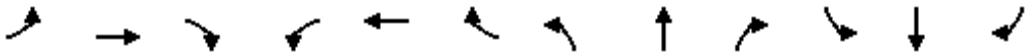
Lane Group	EBT	SBT
Lane Configurations		
Traffic Volume (vph)	148	1608
Future Volume (vph)	148	1608
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	5.0	10.0
Minimum Split (s)	25.0	26.0
Total Split (s)	30.0	70.0
Total Split (%)	30.0%	70.0%
Yellow Time (s)	3.0	4.5
All-Red Time (s)	5.0	4.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	9.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	19.4	63.6
Actuated g/C Ratio	0.19	0.64
v/c Ratio	0.92dr	0.81
Control Delay	47.5	14.1
Queue Delay	0.0	1.0
Total Delay	47.5	15.1
LOS	D	B
Approach Delay	47.5	15.1
Approach LOS	D	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 25 (25%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 5: San Elijo Road SB & Elfin Forest Road EB





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	148	238	0	0	0	0	0	0	109	1608	0
Future Volume (veh/h)	0	148	238	0	0	0	0	0	0	109	1608	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88							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	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	174	252							116	1711	0
Peak Hour Factor	0.85	0.85	0.85							0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	364	286							158	1972	0
Arrive On Green	0.00	0.07	0.07							0.20	0.20	0.00
Sat Flow, veh/h	0	1870	1395							193	3318	0
Grp Volume(v), veh/h	0	174	252							978	849	0
Grp Sat Flow(s),veh/h/ln	0	1777	1395							1809	1617	0
Q Serve(g_s), s	0.0	9.4	17.9							46.6	50.7	0.0
Cycle Q Clear(g_c), s	0.0	9.4	17.9							52.5	50.7	0.0
Prop In Lane	0.00		1.00							0.12		0.00
Lane Grp Cap(c), veh/h	0	364	286							1144	986	0
V/C Ratio(X)	0.00	0.48	0.88							0.86	0.86	0.00
Avail Cap(c_a), veh/h	0	391	307							1144	986	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							0.68	0.68	0.00
Uniform Delay (d), s/veh	0.0	41.5	45.4							36.5	35.8	0.0
Incr Delay (d2), s/veh	0.0	1.0	23.3							5.8	6.9	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	0.0	4.6	8.6							27.2	23.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.4	68.7							42.3	42.7	0.0
LnGrp LOS	A	D	E							D	D	A
Approach Vol, veh/h		426									1827	
Approach Delay, s/veh		58.0									42.5	
Approach LOS		E									D	

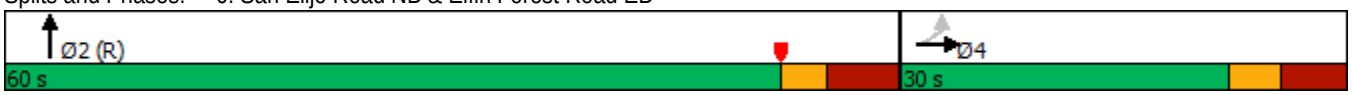
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				28.5		70.0						
Change Period (Y+Rc), s				8.0		9.0						
Max Green Setting (Gmax), s				22.0		61.0						
Max Q Clear Time (g_c+I1), s				19.9		54.5						
Green Ext Time (p_c), s				0.6		5.5						

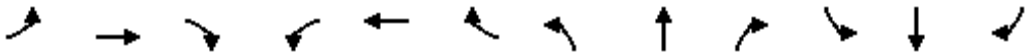
Intersection Summary												
HCM 6th Ctrl Delay			45.4									
HCM 6th LOS			D									

Lane Group	EBT	NBT
Lane Configurations		
Traffic Volume (vph)	140	627
Future Volume (vph)	140	627
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	5.0	10.0
Minimum Split (s)	25.0	25.0
Total Split (s)	30.0	60.0
Total Split (%)	33.3%	66.7%
Yellow Time (s)	3.5	3.0
All-Red Time (s)	4.5	5.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	11.8	62.2
Actuated g/C Ratio	0.13	0.69
v/c Ratio	0.55	0.45
Control Delay	23.2	1.4
Queue Delay	0.0	0.0
Total Delay	23.2	1.4
LOS	C	A
Approach Delay	23.2	1.4
Approach LOS	C	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 8 (9%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 6.5	Intersection LOS: A
Intersection Capacity Utilization 48.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: San Elijo Road NB & Elfin Forest Road EB





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	140	0	0	0	0	0	627	301	0	0	0
Future Volume (veh/h)	110	140	0	0	0	0	0	627	301	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	136	173	0				0	689	298			
Peak Hour Factor	0.81	0.81	0.81				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	266	314	0				0	1567	678			
Arrive On Green	0.16	0.16	0.00				0.00	0.66	0.66			
Sat Flow, veh/h	1188	2005	0				0	2473	1029			
Grp Volume(v), veh/h	171	138	0				0	514	473			
Grp Sat Flow(s),veh/h/ln	1491	1617	0				0	1777	1632			
Q Serve(g_s), s	9.7	7.0	0.0				0.0	12.5	12.5			
Cycle Q Clear(g_c), s	9.7	7.0	0.0				0.0	12.5	12.5			
Prop In Lane	0.80		0.00				0.00		0.63			
Lane Grp Cap(c), veh/h	316	264	0				0	1170	1075			
V/C Ratio(X)	0.54	0.52	0.00				0.00	0.44	0.44			
Avail Cap(c_a), veh/h	436	395	0				0	1170	1075			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.54	0.54	0.00				0.00	0.87	0.87			
Uniform Delay (d), s/veh	35.6	34.4	0.0				0.0	7.4	7.4			
Incr Delay (d2), s/veh	0.8	0.9	0.0				0.0	1.0	1.1			
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	2.8	0.0				0.0	4.6	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	35.3	0.0				0.0	8.4	8.5			
LnGrp LOS	D	D	A				A	A	A			
Approach Vol, veh/h		309						987				
Approach Delay, s/veh		35.9						8.5				
Approach LOS		D						A				

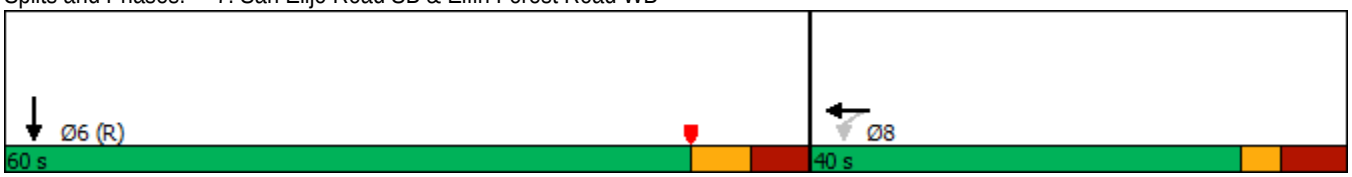
Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		67.3		22.7								
Change Period (Y+Rc), s		8.0		8.0								
Max Green Setting (Gmax), s		52.0		22.0								
Max Q Clear Time (g_c+I1), s		14.5		11.7								
Green Ext Time (p_c), s		8.8		1.3								

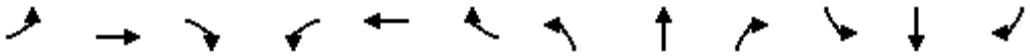
Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Lane Group	WBL	WBT	SBT
Lane Configurations			
Traffic Volume (vph)	569	107	1170
Future Volume (vph)	569	107	1170
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	26.0
Total Split (s)	40.0	40.0	60.0
Total Split (%)	40.0%	40.0%	60.0%
Yellow Time (s)	3.0	3.0	4.5
All-Red Time (s)	5.0	5.0	4.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	9.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	C-Max
Act Effct Green (s)	26.9	26.9	56.1
Actuated g/C Ratio	0.27	0.27	0.56
v/c Ratio	0.75	0.75	0.66
Control Delay	37.0	36.6	18.2
Queue Delay	3.5	3.7	0.6
Total Delay	40.5	40.4	18.7
LOS	D	D	B
Approach Delay		40.4	18.7
Approach LOS		D	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 16 (16%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: San Elijo Road SB & Elfin Forest Road WB





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	569	107	0	0	0	0	0	1170	60
Future Volume (veh/h)	0	0	0	569	107	0	0	0	0	0	1170	60
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.92
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				717	0	0				0	1219	56
Peak Hour Factor				0.90	0.90	0.90				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				1039	470	0				0	1757	81
Arrive On Green				0.25	0.00	0.00				0.00	0.51	0.51
Sat Flow, veh/h				3563	1870	0				0	3539	158
Grp Volume(v), veh/h				717	0	0				0	628	647
Grp Sat Flow(s),veh/h/ln				1781	1870	0				0	1777	1826
Q Serve(g_s), s				18.9	0.0	0.0				0.0	26.8	26.9
Cycle Q Clear(g_c), s				18.9	0.0	0.0				0.0	26.8	26.9
Prop In Lane				1.00		0.00				0.00		0.09
Lane Grp Cap(c), veh/h				1039	470	0				0	906	931
V/C Ratio(X)				0.69	0.00	0.00				0.00	0.69	0.69
Avail Cap(c_a), veh/h				1284	599	0				0	906	931
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.61	0.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.1	0.0	0.0				0.0	18.6	18.6
Incr Delay (d2), s/veh				1.2	0.0	0.0				0.0	4.3	4.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.3	0.0	0.0				0.0	11.7	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.3	0.0	0.0				0.0	22.9	22.9
LnGrp LOS				D	A	A				A	C	C
Approach Vol, veh/h					717						1275	
Approach Delay, s/veh					36.3						22.9	
Approach LOS					D						C	

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						60.0		33.1				
Change Period (Y+Rc), s						9.0		8.0				
Max Green Setting (Gmax), s						51.0		32.0				
Max Q Clear Time (g_c+I1), s						28.9		20.9				
Green Ext Time (p_c), s						10.0		4.3				

Intersection Summary												
HCM 6th Ctrl Delay			27.7									
HCM 6th LOS			C									

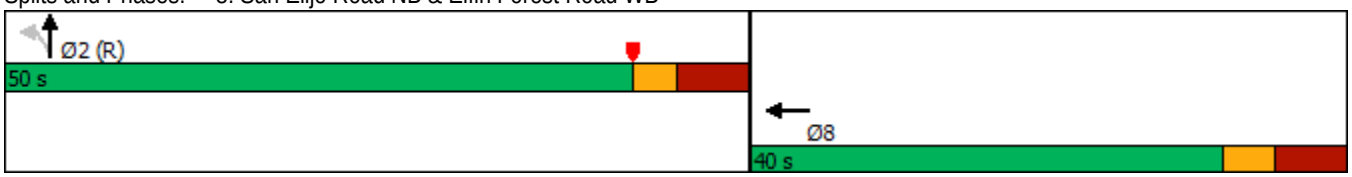
Notes

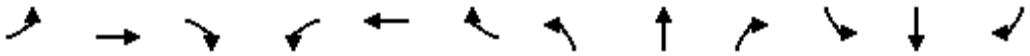
User approved volume balancing among the lanes for turning movement.

Lane Group	WBT	NBT
Lane Configurations		
Traffic Volume (vph)	522	561
Future Volume (vph)	522	561
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	5.0	10.0
Minimum Split (s)	25.5	25.0
Total Split (s)	40.0	50.0
Total Split (%)	44.4%	55.6%
Yellow Time (s)	3.5	3.0
All-Red Time (s)	5.0	5.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.5	8.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	25.1	48.4
Actuated g/C Ratio	0.28	0.54
v/c Ratio	0.73	0.44
Control Delay	33.0	9.3
Queue Delay	0.0	0.3
Total Delay	33.0	9.6
LOS	C	A
Approach Delay	33.0	9.6
Approach LOS	C	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 16 (18%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: San Elijo Road NB & Elfin Forest Road WB





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	522	60	163	561	0	0	0	0
Future Volume (veh/h)	0	0	0	0	522	60	163	561	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.71	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				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	614	64	181	623	0			
Peak Hour Factor				0.85	0.85	0.85	0.90	0.90	0.90			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	776	80	452	1458	0			
Arrive On Green				0.00	0.25	0.25	0.19	0.19	0.00			
Sat Flow, veh/h				0	3205	322	696	2655	0			
Grp Volume(v), veh/h				0	349	329	412	392	0			
Grp Sat Flow(s),veh/h/ln				0	1777	1657	1648	1617	0			
Q Serve(g_s), s				0.0	16.5	16.7	18.0	19.3	0.0			
Cycle Q Clear(g_c), s				0.0	16.5	16.7	19.8	19.3	0.0			
Prop In Lane				0.00		0.19	0.44		0.00			
Lane Grp Cap(c), veh/h				0	443	413	992	917	0			
V/C Ratio(X)				0.00	0.79	0.80	0.42	0.43	0.00			
Avail Cap(c_a), veh/h				0	622	580	992	917	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	0.90	0.90	0.00			
Uniform Delay (d), s/veh				0.0	31.5	31.6	23.8	23.7	0.0			
Incr Delay (d2), s/veh				0.0	4.5	5.2	1.2	1.3	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				0.0	7.5	7.2	9.0	8.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	36.0	36.8	24.9	25.0	0.0			
LnGrp LOS				A	D	D	C	C	A			
Approach Vol, veh/h					678			804				
Approach Delay, s/veh					36.4			24.9				
Approach LOS					D			C				

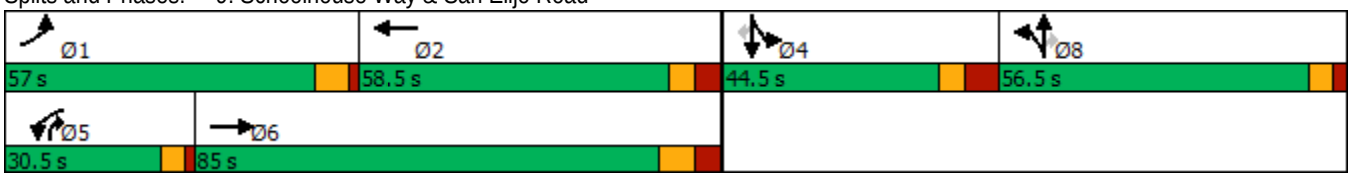
Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	59.1							30.9				
Change Period (Y+Rc), s	8.0							8.5				
Max Green Setting (Gmax), s	42.0							31.5				
Max Q Clear Time (g_c+I1), s	21.8							18.7				
Green Ext Time (p_c), s	5.4							3.7				

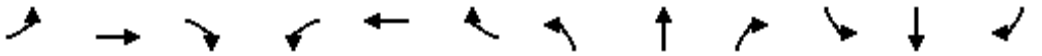
Intersection Summary		
HCM 6th Ctrl Delay		30.2
HCM 6th LOS		C

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	34	412	312	946	14	180	33	98
Future Volume (vph)	34	412	312	946	14	180	33	98
Turn Type	Prot	NA	Prot	NA	NA	pm+ov	NA	Perm
Protected Phases	1	6	5	2	8	5	4	
Permitted Phases						8		4
Detector Phase	1	6	5	2	8	5	4	4
Switch Phase								
Minimum Initial (s)	5.0	15.0	6.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	35.0	11.5	35.5	12.5	11.5	44.5	44.5
Total Split (s)	57.0	85.0	30.5	58.5	56.5	30.5	44.5	44.5
Total Split (%)	26.3%	39.3%	14.1%	27.0%	26.1%	14.1%	20.6%	20.6%
Yellow Time (s)	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	4.5	1.5	4.5	2.5	1.5	5.5	5.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	10.0	5.5	8.5	6.5	5.5	9.5	9.5
Lead/Lag	Lead	Lag	Lead	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	9.1	39.4	26.3	60.2	23.2	50.5	22.3	22.3
Actuated g/C Ratio	0.06	0.27	0.18	0.42	0.16	0.35	0.15	0.15
v/c Ratio	0.36	0.80	1.09	0.73	0.73	0.42	0.24	0.39
Control Delay	82.9	56.7	130.8	43.3	76.1	39.2	57.7	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.9	56.7	130.8	43.3	76.1	39.2	57.7	10.6
LOS	F	E	F	D	E	D	E	B
Approach Delay		58.2		64.9	57.1		27.6	
Approach LOS		E		E	E		C	

Intersection Summary	
Cycle Length: 216.5	
Actuated Cycle Length: 144.3	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 59.4	Intersection LOS: E
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Schoolhouse Way & San Elijo Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	412	141	312	946	7	155	14	180	23	33	98
Future Volume (veh/h)	34	412	141	312	946	7	155	14	180	23	33	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.63	1.00		0.99	1.00		0.81	1.00		0.86
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	485	150	351	1063	7	191	17	222	28	40	96
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.81	0.81	0.81	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	591	177	295	1374	9	275	24	479	155	221	278
Arrive On Green	0.03	0.25	0.25	0.17	0.38	0.38	0.17	0.17	0.17	0.20	0.20	0.20
Sat Flow, veh/h	1781	2334	700	1781	3619	24	1642	146	1291	755	1078	1355
Grp Volume(v), veh/h	40	366	269	351	522	548	208	0	222	68	0	96
Grp Sat Flow(s),veh/h/ln	1781	1777	1257	1781	1777	1866	1788	0	1291	1833	0	1355
Q Serve(g_s), s	3.4	29.2	30.7	25.0	38.9	38.9	16.5	0.0	20.9	4.6	0.0	9.1
Cycle Q Clear(g_c), s	3.4	29.2	30.7	25.0	38.9	38.9	16.5	0.0	20.9	4.6	0.0	9.1
Prop In Lane	1.00		0.56	1.00		0.01	0.92		1.00	0.41		1.00
Lane Grp Cap(c), veh/h	52	450	318	295	675	708	300	0	479	375	0	278
V/C Ratio(X)	0.76	0.81	0.85	1.19	0.77	0.77	0.69	0.00	0.46	0.18	0.00	0.35
Avail Cap(c_a), veh/h	590	883	624	295	675	708	592	0	690	425	0	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	53.0	53.5	63.0	41.1	41.1	59.2	0.0	40.5	49.6	0.0	51.4
Incr Delay (d2), s/veh	20.1	3.6	6.2	114.0	5.6	5.3	2.9	0.0	0.7	0.2	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	13.6	10.4	20.8	18.3	19.2	7.8	0.0	6.9	2.2	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.9	56.6	59.7	177.0	46.7	46.5	62.1	0.0	41.2	49.8	0.0	52.1
LnGrp LOS	F	E	E	F	D	D	E	A	D	D	A	D
Approach Vol, veh/h		675			1421			430			164	
Approach Delay, s/veh		60.0			78.8			51.3			51.2	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	67.3		40.4	30.5	48.2		31.8				
Change Period (Y+Rc), s	7.0	* 10		9.5	5.5	10.0		6.5				
Max Green Setting (Gmax), s	50.0	* 50		35.0	25.0	75.0		50.0				
Max Q Clear Time (g_c+I1), s	5.4	40.9		11.1	27.0	32.7		22.9				
Green Ext Time (p_c), s	0.1	4.7		0.7	0.0	5.5		2.4				

Intersection Summary			
HCM 6th Ctrl Delay		68.0	
HCM 6th LOS		E	

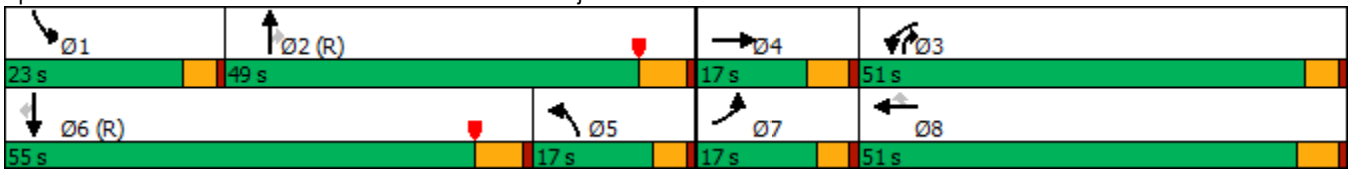
Notes

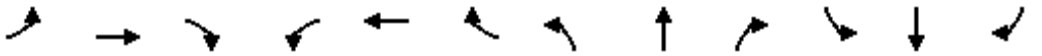
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	17	8	954	24	146	9	848	279	120	1512	14
Future Volume (vph)	17	8	954	24	146	9	848	279	120	1512	14
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	6.0	6.0	4.0	6.0	5.0	4.0	6.0	6.0
Minimum Split (s)	9.5	53.5	9.5	53.5	53.5	8.5	44.0	9.5	8.5	37.0	37.0
Total Split (s)	17.0	17.0	51.0	51.0	51.0	17.0	49.0	51.0	23.0	55.0	55.0
Total Split (%)	12.1%	12.1%	36.4%	36.4%	36.4%	12.1%	35.0%	36.4%	16.4%	39.3%	39.3%
Yellow Time (s)	3.5	4.5	3.5	4.5	4.5	3.5	5.0	3.5	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	4.5	5.5	5.5	4.5	6.0	4.5	4.5	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)	6.5	7.7	44.4	45.2	45.2	6.5	62.0	107.9	9.6	72.7	72.7
Actuated g/C Ratio	0.05	0.06	0.32	0.32	0.32	0.05	0.44	0.77	0.07	0.52	0.52
v/c Ratio	0.29	0.23	0.93	0.04	0.26	0.12	0.40	0.23	0.54	0.61	0.02
Control Delay	72.8	42.1	61.3	30.8	5.5	65.0	29.1	0.8	71.5	27.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	42.1	61.3	30.8	5.5	65.0	29.1	0.8	71.5	27.7	0.1
LOS	E	D	E	C	A	E	C	A	E	C	A
Approach Delay		57.4		53.4			22.5			30.7	
Approach LOS		E		D			C			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 110 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 35.1	Intersection LOS: D
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Rancho Santa Fe Road & San Elijo Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	8	9	954	24	146	9	848	279	120	1512	14
Future Volume (veh/h)	17	8	9	954	24	146	9	848	279	120	1512	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	11	12	1015	26	124	10	902	267	128	1609	12
Peak Hour Factor	0.71	0.71	0.71	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	37	40	1069	637	534	233	2247	1183	177	1787	542
Arrive On Green	0.02	0.05	0.05	0.31	0.34	0.34	0.13	0.44	0.44	0.05	0.35	0.35
Sat Flow, veh/h	1781	807	880	3456	1870	1570	1781	5106	1574	3456	5106	1547
Grp Volume(v), veh/h	24	0	23	1015	26	124	10	902	267	128	1609	12
Grp Sat Flow(s),veh/h/ln	1781	0	1687	1728	1870	1570	1781	1702	1574	1728	1702	1547
Q Serve(g_s), s	1.9	0.0	1.8	40.2	1.3	7.9	0.7	16.8	2.4	5.1	41.9	0.6
Cycle Q Clear(g_c), s	1.9	0.0	1.8	40.2	1.3	7.9	0.7	16.8	2.4	5.1	41.9	0.6
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	0	77	1069	637	534	233	2247	1183	177	1787	542
V/C Ratio(X)	0.62	0.00	0.30	0.95	0.04	0.23	0.04	0.40	0.23	0.72	0.90	0.02
Avail Cap(c_a), veh/h	159	0	139	1148	637	534	233	2247	1183	457	1787	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.24	0.24	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.9	0.0	64.7	47.3	30.9	33.1	53.2	26.7	1.2	65.4	43.2	21.6
Incr Delay (d2), s/veh	5.9	0.0	0.8	4.9	0.0	0.0	0.0	0.5	0.4	2.1	7.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	17.4	0.6	3.0	0.3	6.6	0.9	2.2	17.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.9	0.0	65.5	52.2	30.9	33.1	53.2	27.2	1.6	67.5	50.9	21.7
LnGrp LOS	E	A	E	D	C	C	D	C	A	E	D	C
Approach Vol, veh/h		47			1165			1179			1749	
Approach Delay, s/veh		69.7			49.7			21.6			51.9	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	67.6	48.8	11.9	24.3	55.0	7.5	53.2
Change Period (Y+Rc), s	4.5	6.0	5.5	* 5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	18.5	43.0	46.5	* 12	12.5	* 49	12.5	45.5
Max Q Clear Time (g_c+I1), s	7.1	18.8	42.2	3.8	2.7	43.9	3.9	9.9
Green Ext Time (p_c), s	0.1	4.0	1.1	0.0	0.0	3.1	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Notes

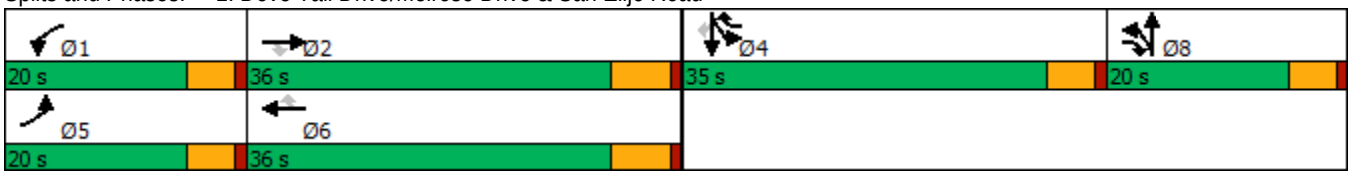
User approved pedestrian interval to be less than phase max green.

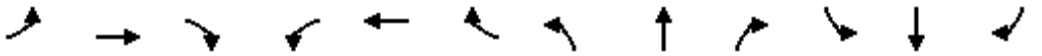
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	35	1089	84	59	561	321	46	57	740	59	49
Future Volume (vph)	35	1089	84	59	561	321	46	57	740	59	49
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	Split	NA	Perm
Protected Phases	5	2	8	1	6	4	8	8	4	4	
Permitted Phases			2			6					4
Detector Phase	5	2	8	1	6	4	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	8.0	10.0	10.0	7.0	10.0	9.0	10.0	10.0	9.0	9.0	9.0
Minimum Split (s)	13.0	29.0	15.0	12.0	32.0	40.0	15.0	15.0	40.0	40.0	40.0
Total Split (s)	20.0	36.0	20.0	20.0	36.0	35.0	20.0	20.0	35.0	35.0	35.0
Total Split (%)	18.0%	32.4%	18.0%	18.0%	32.4%	31.5%	18.0%	18.0%	31.5%	31.5%	31.5%
Yellow Time (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?											
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None
Act Effct Green (s)	8.3	30.2	41.9	8.3	33.0	65.1	10.7	10.7	31.1	31.1	31.1
Actuated g/C Ratio	0.08	0.31	0.42	0.08	0.33	0.66	0.11	0.11	0.32	0.32	0.32
v/c Ratio	0.26	1.09	0.13	0.43	0.51	0.30	0.29	0.42	0.87	0.86	0.10
Control Delay	49.4	90.6	2.9	53.9	29.6	1.5	46.9	45.0	51.4	50.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	90.6	2.9	53.9	29.6	1.5	46.9	45.0	51.4	50.1	0.3
LOS	D	F	A	D	C	A	D	D	D	D	A
Approach Delay		83.3			21.5			45.7		47.9	
Approach LOS		F			C			D		D	

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 98.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 53.6	Intersection LOS: D
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Dove Tail Drive/Melrose Drive & San Elijo Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1089	84	59	561	321	46	57	15	740	59	49
Future Volume (veh/h)	35	1089	84	59	561	321	46	57	15	740	59	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1184	82	63	603	311	55	68	16	900	0	45
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.84	0.84	0.84	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	1135	653	107	1158	965	185	151	36	1045	0	453
Arrive On Green	0.05	0.32	0.32	0.06	0.33	0.33	0.10	0.10	0.10	0.29	0.00	0.29
Sat Flow, veh/h	1781	3554	1529	1781	3554	1535	1781	1457	343	3563	0	1543
Grp Volume(v), veh/h	38	1184	82	63	603	311	55	0	84	900	0	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1529	1781	1777	1535	1781	0	1800	1781	0	1543
Q Serve(g_s), s	1.9	30.0	3.1	3.2	12.9	9.1	2.7	0.0	4.1	22.4	0.0	2.0
Cycle Q Clear(g_c), s	1.9	30.0	3.1	3.2	12.9	9.1	2.7	0.0	4.1	22.4	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	95	1135	653	107	1158	965	185	0	187	1045	0	453
V/C Ratio(X)	0.40	1.04	0.13	0.59	0.52	0.32	0.30	0.00	0.45	0.86	0.00	0.10
Avail Cap(c_a), veh/h	284	1135	653	284	1158	965	284	0	287	1138	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	32.0	16.5	43.0	25.7	8.5	38.9	0.0	39.6	31.4	0.0	24.2
Incr Delay (d2), s/veh	1.0	38.7	0.1	1.9	0.6	0.3	0.3	0.0	0.6	6.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	17.9	1.3	1.4	5.2	5.5	1.2	0.0	1.8	10.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	70.6	16.6	44.9	26.3	8.8	39.3	0.0	40.2	38.2	0.0	24.3
LnGrp LOS	D	F	B	D	C	A	D	A	D	D	A	C
Approach Vol, veh/h		1304			977			139			945	
Approach Delay, s/veh		66.5			21.9			39.8			37.6	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	36.0		32.5	10.0	36.6		14.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		15.0				
Max Q Clear Time (g_c+I1), s	5.2	32.0		24.4	3.9	14.9		6.1				
Green Ext Time (p_c), s	0.0	0.0		2.6	0.0	5.9		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		44.3	
HCM 6th LOS		D	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1697	16	3	942	0	21
Future Vol, veh/h	1697	16	3	942	0	21
Conflicting Peds, #/hr	0	8	8	0	0	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1768	17	3	1024	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1776	0	-	900
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	0	346	-	0	282
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	343	-	-	278
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

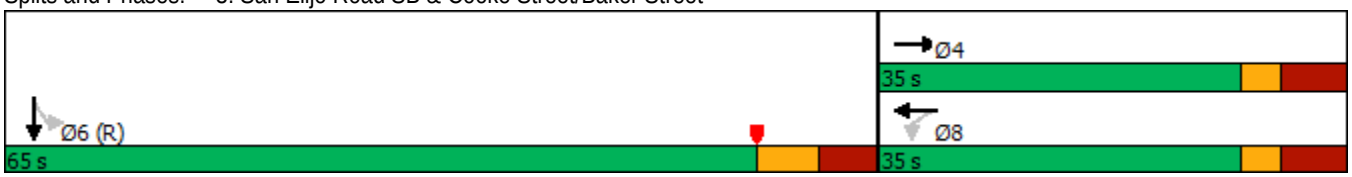
Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.9
HCM LOS			C

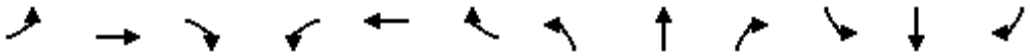
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	278	-	343	-
HCM Lane V/C Ratio	0.13	-	0.01	-
HCM Control Delay (s)	19.9	-	15.6	-
HCM Lane LOS	C	-	C	-
HCM 95th %tile Q(veh)	0.4	-	0	-

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	6	81	30	883
Future Volume (vph)	6	81	30	883
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	10.0
Minimum Split (s)	25.0	25.0	25.0	26.0
Total Split (s)	35.0	35.0	35.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	4.5
All-Red Time (s)	5.0	5.0	5.0	4.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	8.0		8.0	9.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	14.0		14.0	69.0
Actuated g/C Ratio	0.14		0.14	0.69
v/c Ratio	0.11		0.61	0.45
Control Delay	20.6		48.1	3.7
Queue Delay	0.0		0.0	0.1
Total Delay	20.6		48.1	3.8
LOS	C		D	A
Approach Delay	20.6		48.1	3.8
Approach LOS	C		D	A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 33 (33%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: San Elijo Road SB & Cooke Street/Baker Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	11	81	30	0	0	0	0	106	883	14
Future Volume (veh/h)	0	6	11	81	30	0	0	0	0	106	883	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	10	16	90	33	0				115	960	14
Peak Hour Factor	0.61	0.61	0.61	0.90	0.90	0.90				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	72	116	170	48	0				210	1841	28
Arrive On Green	0.00	0.11	0.11	0.11	0.11	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	639	1022	952	424	0				374	3287	50
Grp Volume(v), veh/h	0	0	26	123	0	0				569	0	520
Grp Sat Flow(s),veh/h/ln	0	0	1661	1376	0	0				1852	0	1859
Q Serve(g_s), s	0.0	0.0	1.4	7.5	0.0	0.0				27.9	0.0	25.1
Cycle Q Clear(g_c), s	0.0	0.0	1.4	8.9	0.0	0.0				27.9	0.0	25.1
Prop In Lane	0.00		0.62	0.73		0.00				0.20		0.03
Lane Grp Cap(c), veh/h	0	0	188	218	0	0				1037	0	1041
V/C Ratio(X)	0.00	0.00	0.14	0.56	0.00	0.00				0.55	0.00	0.50
Avail Cap(c_a), veh/h	0	0	449	451	0	0				1037	0	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.70	0.00	0.00				0.90	0.00	0.90
Uniform Delay (d), s/veh	0.0	0.0	39.9	43.6	0.0	0.0				29.3	0.0	28.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	1.6	0.0	0.0				1.9	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	3.1	0.0	0.0				14.3	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	40.0	45.2	0.0	0.0				31.2	0.0	29.7
LnGrp LOS	A	A	D	D	A	A				C	A	C
Approach Vol, veh/h		26			123						1089	
Approach Delay, s/veh		40.0			45.2						30.5	
Approach LOS		D			D						C	

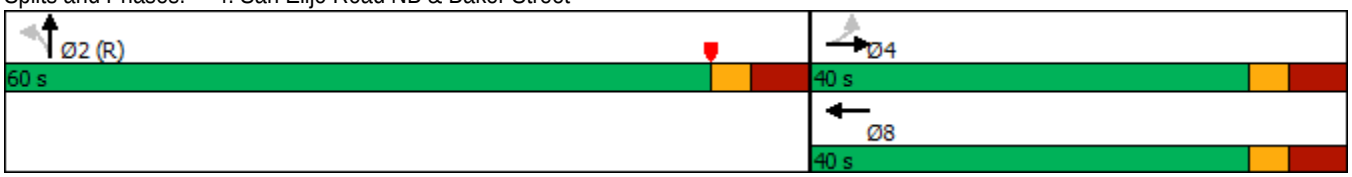
Timer - Assigned Phs			4		6		8					
Phs Duration (G+Y+Rc), s			19.3		65.0		19.3					
Change Period (Y+Rc), s			8.0		9.0		8.0					
Max Green Setting (Gmax), s			27.0		56.0		27.0					
Max Q Clear Time (g_c+I1), s			3.4		29.9		10.9					
Green Ext Time (p_c), s			0.1		8.7		0.5					

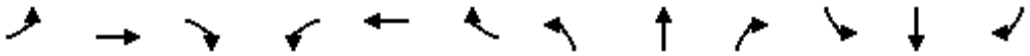
Intersection Summary												
HCM 6th Ctrl Delay		32.1										
HCM 6th LOS		C										

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	44	86	49	1563
Future Volume (vph)	44	86	49	1563
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	8.0	8.0	8.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	40.0	40.0	40.0	60.0
Total Split (%)	40.0%	40.0%	40.0%	60.0%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	4.5	4.5	4.5	4.5
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		7.5	7.5	7.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		14.8	14.8	70.2
Actuated g/C Ratio		0.15	0.15	0.70
v/c Ratio		0.65	0.66	0.68
Control Delay		44.8	48.9	11.1
Queue Delay		0.0	0.0	0.4
Total Delay		44.8	48.9	11.5
LOS		D	D	B
Approach Delay		44.8	48.9	11.5
Approach LOS		D	D	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: San Elijo Road NB & Baker Street



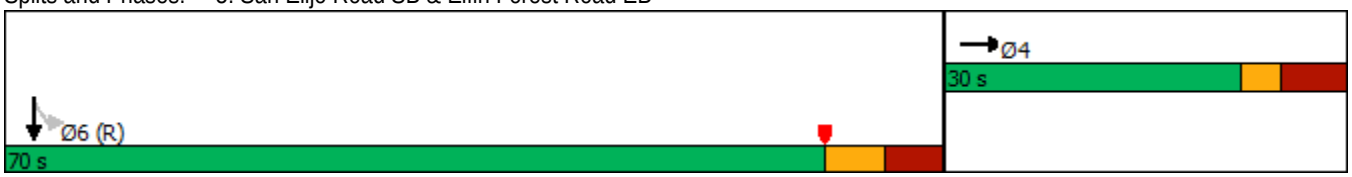


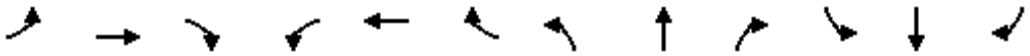
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	86	0	0	49	91	55	1563	44	0	0	0
Future Volume (veh/h)	44	86	0	0	49	91	55	1563	44	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.89		1.00	1.00		0.80	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	47	92	0	0	53	89	56	1579	40			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	88	150	0	0	91	153	81	2383	63			
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	0.68	0.68	0.68			
Sat Flow, veh/h	238	885	0	0	538	903	119	3501	93			
Grp Volume(v), veh/h	139	0	0	0	0	142	879	0	796			
Grp Sat Flow(s),veh/h/ln	1123	0	0	0	0	1441	1864	0	1848			
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	9.1	28.5	0.0	24.2			
Cycle Q Clear(g_c), s	13.2	0.0	0.0	0.0	0.0	9.1	28.5	0.0	24.2			
Prop In Lane	0.34		0.00	0.00		0.63	0.06		0.05			
Lane Grp Cap(c), veh/h	238	0	0	0	0	244	1269	0	1258			
V/C Ratio(X)	0.58	0.00	0.00	0.00	0.00	0.58	0.69	0.00	0.63			
Avail Cap(c_a), veh/h	475	0	0	0	0	468	1269	0	1258			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.6	0.0	0.0	0.0	0.0	38.3	9.6	0.0	9.0			
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.0	0.0	2.2	3.1	0.0	2.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	0.0	0.0	3.4	11.4	0.0	9.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	0.0	0.0	0.0	40.5	12.8	0.0	11.4			
LnGrp LOS	D	A	A	A	A	D	B	A	B			
Approach Vol, veh/h		139			142			1675				
Approach Delay, s/veh		41.9			40.5			12.1				
Approach LOS		D			D			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		75.6		24.4				24.4				
Change Period (Y+Rc), s		7.5		7.5				7.5				
Max Green Setting (Gmax), s		52.5		32.5				32.5				
Max Q Clear Time (g_c+I1), s		30.5		15.2				11.1				
Green Ext Time (p_c), s		14.1		0.7				0.9				
Intersection Summary												
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			B									

Lane Group	EBT	SBT
Lane Configurations		
Traffic Volume (vph)	99	926
Future Volume (vph)	99	926
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	5.0	10.0
Minimum Split (s)	25.0	26.0
Total Split (s)	30.0	70.0
Total Split (%)	30.0%	70.0%
Yellow Time (s)	3.0	4.5
All-Red Time (s)	5.0	4.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	9.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	11.5	71.5
Actuated g/C Ratio	0.12	0.72
v/c Ratio	0.55	0.43
Control Delay	35.9	3.8
Queue Delay	0.0	0.1
Total Delay	35.9	3.9
LOS	D	A
Approach Delay	35.9	3.9
Approach LOS	D	A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 25 (25%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: San Elijo Road SB & Elfin Forest Road EB





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	99	123	0	0	0	0	0	0	108	926	0
Future Volume (veh/h)	0	99	123	0	0	0	0	0	0	108	926	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90							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	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	116	131							114	975	0
Peak Hour Factor	0.85	0.85	0.85							0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	252	203							236	1873	0
Arrive On Green	0.00	0.05	0.05							0.20	0.20	0.00
Sat Flow, veh/h	0	1870	1431							316	3156	0
Grp Volume(v), veh/h	0	116	131							571	518	0
Grp Sat Flow(s),veh/h/ln	0	1777	1431							1770	1617	0
Q Serve(g_s), s	0.0	6.4	9.0							22.5	28.6	0.0
Cycle Q Clear(g_c), s	0.0	6.4	9.0							28.6	28.6	0.0
Prop In Lane	0.00		1.00							0.20		0.00
Lane Grp Cap(c), veh/h	0	252	203							1123	986	0
V/C Ratio(X)	0.00	0.46	0.65							0.51	0.52	0.00
Avail Cap(c_a), veh/h	0	391	315							1123	986	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							0.88	0.88	0.00
Uniform Delay (d), s/veh	0.0	43.9	45.2							26.9	27.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	3.4							1.5	1.8	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	0.0	3.0	3.6							14.1	12.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.2	48.6							28.3	28.7	0.0
LnGrp LOS	A	D	D							C	C	A
Approach Vol, veh/h		247									1089	
Approach Delay, s/veh		47.0									28.5	
Approach LOS		D									C	

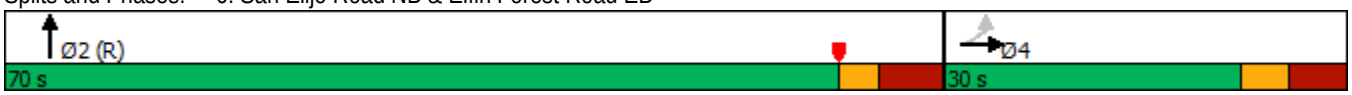
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				22.2		70.0						
Change Period (Y+Rc), s				8.0		9.0						
Max Green Setting (Gmax), s				22.0		61.0						
Max Q Clear Time (g_c+I1), s				11.0		30.6						
Green Ext Time (p_c), s				1.1		9.1						

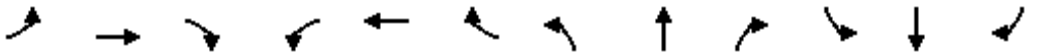
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									

Lane Group	EBT	NBT
Lane Configurations		
Traffic Volume (vph)	98	1136
Future Volume (vph)	98	1136
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	5.0	10.0
Minimum Split (s)	25.0	25.0
Total Split (s)	30.0	70.0
Total Split (%)	30.0%	70.0%
Yellow Time (s)	3.5	3.0
All-Red Time (s)	4.5	5.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	11.4	72.6
Actuated g/C Ratio	0.11	0.73
v/c Ratio	0.48	0.74
Control Delay	32.1	3.8
Queue Delay	0.0	0.1
Total Delay	32.1	3.9
LOS	C	A
Approach Delay	32.1	3.9
Approach LOS	C	A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 8 (8%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: San Elijo Road NB & Elfin Forest Road EB





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	98	0	0	0	0	0	1136	568	0	0	0
Future Volume (veh/h)	92	98	0	0	0	0	0	1136	568	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	108	115	0				0	1147	516			
Peak Hour Factor	0.85	0.85	0.85				0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	240	252	0				0	1671	714			
Arrive On Green	0.14	0.14	0.00				0.00	0.70	0.70			
Sat Flow, veh/h	1259	1911	0				0	2474	1017			
Grp Volume(v), veh/h	126	97	0				0	841	822			
Grp Sat Flow(s),veh/h/ln	1468	1617	0				0	1777	1620			
Q Serve(g_s), s	8.1	5.5	0.0				0.0	26.8	30.7			
Cycle Q Clear(g_c), s	8.1	5.5	0.0				0.0	26.8	30.7			
Prop In Lane	0.86		0.00				0.00		0.63			
Lane Grp Cap(c), veh/h	269	223	0				0	1248	1138			
V/C Ratio(X)	0.47	0.44	0.00				0.00	0.67	0.72			
Avail Cap(c_a), veh/h	390	356	0				0	1248	1138			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00				0.00	0.67	0.67			
Uniform Delay (d), s/veh	40.7	39.5	0.0				0.0	8.4	9.0			
Incr Delay (d2), s/veh	1.0	1.1	0.0				0.0	2.0	2.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.0	2.3	0.0				0.0	9.6	10.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	40.6	0.0				0.0	10.4	11.7			
LnGrp LOS	D	D	A				A	B	B			
Approach Vol, veh/h		223						1663				
Approach Delay, s/veh		41.2						11.0				
Approach LOS		D						B				

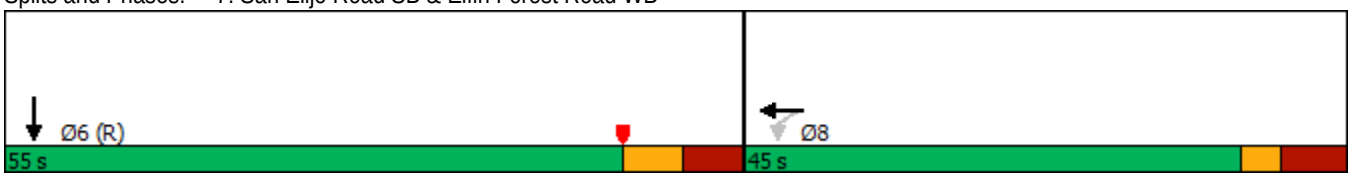
Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		78.2		21.8								
Change Period (Y+Rc), s		8.0		8.0								
Max Green Setting (Gmax), s		62.0		22.0								
Max Q Clear Time (g_c+I1), s		32.7		10.1								
Green Ext Time (p_c), s		17.3		0.9								

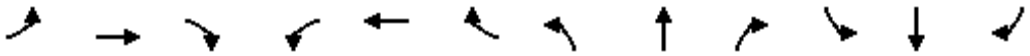
Intersection Summary												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

Lane Group	WBL	WBT	SBT
Lane Configurations			
Traffic Volume (vph)	271	237	713
Future Volume (vph)	271	237	713
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	26.0
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	3.0	3.0	4.5
All-Red Time (s)	5.0	5.0	4.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	9.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	C-Max
Act Effct Green (s)	24.3	24.3	58.7
Actuated g/C Ratio	0.24	0.24	0.59
v/c Ratio	0.63	0.69	0.40
Control Delay	15.5	23.5	12.8
Queue Delay	0.1	0.2	0.0
Total Delay	15.7	23.7	12.8
LOS	B	C	B
Approach Delay		19.8	12.8
Approach LOS		B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 16 (16%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: San Elijo Road SB & Elfin Forest Road WB





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	271	237	0	0	0	0	0	713	76
Future Volume (veh/h)	0	0	0	271	237	0	0	0	0	0	713	76
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				318	326	0				0	743	71
Peak Hour Factor				0.80	0.80	0.80				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				485	434	0				0	1501	143
Arrive On Green				0.23	0.23	0.00				0.00	0.46	0.46
Sat Flow, veh/h				1781	1870	0				0	3356	312
Grp Volume(v), veh/h				318	326	0				0	404	410
Grp Sat Flow(s),veh/h/ln				1781	1870	0				0	1777	1797
Q Serve(g_s), s				16.7	16.2	0.0				0.0	15.9	15.9
Cycle Q Clear(g_c), s				16.7	16.2	0.0				0.0	15.9	15.9
Prop In Lane				1.00		0.00				0.00		0.17
Lane Grp Cap(c), veh/h				485	434	0				0	817	827
V/C Ratio(X)				0.66	0.75	0.00				0.00	0.49	0.50
Avail Cap(c_a), veh/h				731	692	0				0	817	827
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.67	0.67	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.9	35.7	0.0				0.0	18.9	18.9
Incr Delay (d2), s/veh				2.2	3.8	0.0				0.0	2.1	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.5	7.8	0.0				0.0	6.9	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.1	39.5	0.0				0.0	21.0	21.0
LnGrp LOS				D	D	A				A	C	C
Approach Vol, veh/h					644						814	
Approach Delay, s/veh					38.8						21.0	
Approach LOS					D						C	

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						55.0		31.2				
Change Period (Y+Rc), s						9.0		8.0				
Max Green Setting (Gmax), s						46.0		37.0				
Max Q Clear Time (g_c+I1), s						17.9		18.7				
Green Ext Time (p_c), s						6.1		4.5				

Intersection Summary		
HCM 6th Ctrl Delay	28.9	
HCM 6th LOS	C	

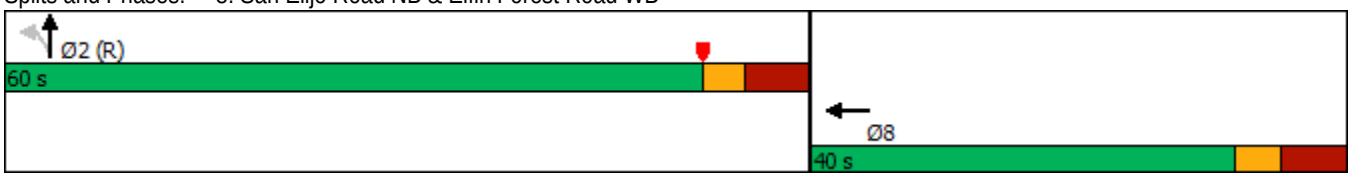
Notes

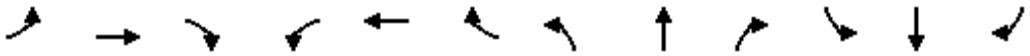
User approved volume balancing among the lanes for turning movement.

Lane Group	WBT	NBT
Lane Configurations		
Traffic Volume (vph)	274	1054
Future Volume (vph)	274	1054
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	5.0	10.0
Minimum Split (s)	25.5	25.0
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	3.5	3.0
All-Red Time (s)	5.0	5.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.5	8.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	17.0	66.5
Actuated g/C Ratio	0.17	0.66
v/c Ratio	0.69	0.61
Control Delay	41.2	5.2
Queue Delay	0.0	0.8
Total Delay	41.2	6.0
LOS	D	A
Approach Delay	41.2	6.0
Approach LOS	D	A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 16 (16%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: San Elijo Road NB & Elfin Forest Road WB





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	274	75	234	1054	0	0	0	0
Future Volume (veh/h)	0	0	0	0	274	75	234	1054	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.92	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				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	326	79	260	1171	0			
Peak Hour Factor				0.84	0.84	0.84	0.90	0.90	0.90			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	454	108	445	1823	0			
Arrive On Green				0.00	0.16	0.16	0.22	0.22	0.00			
Sat Flow, veh/h				0	2891	663	589	2796	0			
Grp Volume(v), veh/h				0	204	201	743	688	0			
Grp Sat Flow(s),veh/h/ln				0	1777	1684	1682	1617	0			
Q Serve(g_s), s				0.0	10.9	11.3	40.2	38.5	0.0			
Cycle Q Clear(g_c), s				0.0	10.9	11.3	40.2	38.5	0.0			
Prop In Lane				0.00		0.39	0.35		0.00			
Lane Grp Cap(c), veh/h				0	288	273	1180	1088	0			
V/C Ratio(X)				0.00	0.71	0.73	0.63	0.63	0.00			
Avail Cap(c_a), veh/h				0	560	530	1180	1088	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	0.60	0.60	0.00			
Uniform Delay (d), s/veh				0.0	39.7	39.8	28.4	27.7	0.0			
Incr Delay (d2), s/veh				0.0	3.2	3.8	1.5	1.7	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				0.0	5.0	5.0	18.6	17.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	42.9	43.6	29.9	29.4	0.0			
LnGrp LOS				A	D	D	C	C	A			
Approach Vol, veh/h					405			1431				
Approach Delay, s/veh					43.2			29.7				
Approach LOS					D			C				

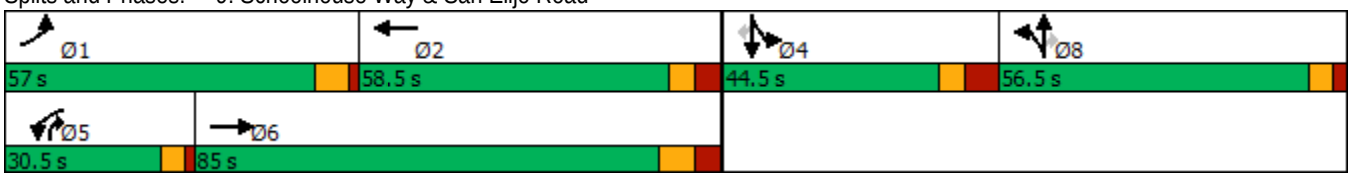
Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	75.3							24.7				
Change Period (Y+Rc), s	8.0							8.5				
Max Green Setting (Gmax), s	52.0							31.5				
Max Q Clear Time (g_c+I1), s	42.2							13.3				
Green Ext Time (p_c), s	6.6							2.4				

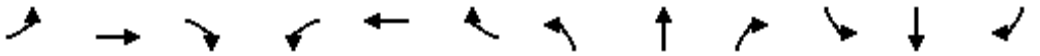
Intersection Summary		
HCM 6th Ctrl Delay	32.7	
HCM 6th LOS	C	

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	65	1040	35	725	10	51	3	58
Future Volume (vph)	65	1040	35	725	10	51	3	58
Turn Type	Prot	NA	Prot	NA	NA	pm+ov	NA	Perm
Protected Phases	1	6	5	2	8	5	4	
Permitted Phases						8		4
Detector Phase	1	6	5	2	8	5	4	4
Switch Phase								
Minimum Initial (s)	5.0	15.0	6.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	11.5	35.5	12.5	11.5	44.5	44.5
Total Split (s)	57.0	85.0	30.5	58.5	56.5	30.5	44.5	44.5
Total Split (%)	26.3%	39.3%	14.1%	27.0%	26.1%	14.1%	20.6%	20.6%
Yellow Time (s)	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	4.5	1.5	4.5	2.5	1.5	5.5	5.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	10.0	5.5	8.5	6.5	5.5	9.5	9.5
Lead/Lag	Lead	Lag	Lead	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.7	53.2	9.0	50.5	15.6	25.7	21.2	21.2
Actuated g/C Ratio	0.09	0.40	0.07	0.38	0.12	0.19	0.16	0.16
v/c Ratio	0.45	0.80	0.31	0.60	0.56	0.29	0.12	0.23
Control Delay	77.0	41.8	77.7	36.8	73.4	10.2	52.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	41.8	77.7	36.8	73.4	10.2	52.6	1.8
LOS	E	D	E	D	E	B	D	A
Approach Delay		43.8		38.6	41.8		17.1	
Approach LOS		D		D	D		B	

Intersection Summary	
Cycle Length: 216.5	
Actuated Cycle Length: 133.3	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 40.5	Intersection LOS: D
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Schoolhouse Way & San Elijo Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1040	23	35	725	32	41	10	51	22	3	58
Future Volume (veh/h)	65	1040	23	35	725	32	41	10	51	22	3	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	1106	22	37	771	31	93	23	93	31	4	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.44	0.44	0.44	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1428	28	73	1298	52	140	35	211	156	20	148
Arrive On Green	0.05	0.40	0.40	0.04	0.37	0.37	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	3560	71	1781	3478	140	1442	357	1508	1586	205	1506
Grp Volume(v), veh/h	69	552	576	37	394	408	116	0	93	35	0	64
Grp Sat Flow(s),veh/h/ln	1781	1777	1854	1781	1777	1841	1798	0	1508	1791	0	1506
Q Serve(g_s), s	3.3	23.4	23.5	1.8	15.5	15.5	5.4	0.0	4.9	1.6	0.0	3.5
Cycle Q Clear(g_c), s	3.3	23.4	23.5	1.8	15.5	15.5	5.4	0.0	4.9	1.6	0.0	3.5
Prop In Lane	1.00		0.04	1.00		0.08	0.80		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	91	713	743	73	663	687	175	0	211	176	0	148
V/C Ratio(X)	0.75	0.77	0.77	0.51	0.59	0.59	0.66	0.00	0.44	0.20	0.00	0.43
Avail Cap(c_a), veh/h	1025	1534	1601	513	1023	1059	1035	0	933	722	0	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.7	22.6	22.6	40.8	21.9	21.9	37.8	0.0	34.4	36.0	0.0	36.9
Incr Delay (d2), s/veh	11.8	1.8	1.8	5.4	0.9	0.8	4.3	0.0	1.4	0.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	9.5	9.9	0.9	6.2	6.5	2.6	0.0	1.9	0.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	24.4	24.4	46.2	22.8	22.8	42.1	0.0	35.8	36.6	0.0	38.9
LnGrp LOS	D	C	C	D	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1197			839			209			99	
Approach Delay, s/veh		26.0			23.8			39.3			38.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	42.4		18.0	9.0	44.8		14.9				
Change Period (Y+Rc), s	7.0	* 10		9.5	5.5	10.0		6.5				
Max Green Setting (Gmax), s	50.0	* 50		35.0	25.0	75.0		50.0				
Max Q Clear Time (g_c+I1), s	5.3	17.5		5.5	3.8	25.5		7.4				
Green Ext Time (p_c), s	0.2	5.5		0.4	0.1	9.4		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		26.9	
HCM 6th LOS		C	

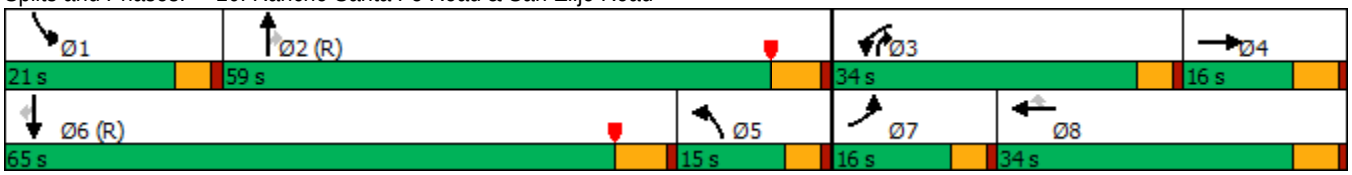
Notes

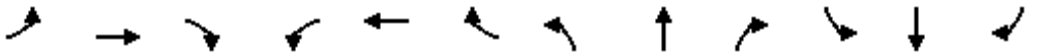
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	16	16	571	24	59	16	1349	902	270	1046	40
Future Volume (vph)	16	16	571	24	59	16	1349	902	270	1046	40
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	6.0	6.0	4.0	6.0	5.0	4.0	6.0	6.0
Minimum Split (s)	9.5	53.5	9.5	53.5	53.5	8.5	44.0	9.5	8.5	37.0	37.0
Total Split (s)	16.0	16.0	34.0	34.0	34.0	15.0	59.0	34.0	21.0	65.0	65.0
Total Split (%)	12.3%	12.3%	26.2%	26.2%	26.2%	11.5%	45.4%	26.2%	16.2%	50.0%	50.0%
Yellow Time (s)	3.5	4.5	3.5	4.5	4.5	3.5	5.0	3.5	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	4.5	5.5	5.5	4.5	6.0	4.5	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)	6.4	7.4	27.6	28.3	28.3	7.2	64.1	93.2	14.6	77.1	77.1
Actuated g/C Ratio	0.05	0.06	0.21	0.22	0.22	0.06	0.49	0.72	0.11	0.59	0.59
v/c Ratio	0.27	0.31	0.87	0.07	0.14	0.17	0.57	0.79	0.76	0.37	0.04
Control Delay	66.6	50.0	62.7	38.9	0.6	60.9	26.4	13.8	68.8	16.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	50.0	62.7	38.9	0.6	60.9	26.4	13.8	68.8	16.9	0.1
LOS	E	D	E	D	A	E	C	B	E	B	A
Approach Delay		56.7		56.2			21.6			26.7	
Approach LOS		E		E			C			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 50 (38%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 29.0	Intersection LOS: C
Intersection Capacity Utilization 81.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Rancho Santa Fe Road & San Elijo Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	16	8	571	24	59	16	1349	902	270	1046	40
Future Volume (veh/h)	16	16	8	571	24	59	16	1349	902	270	1046	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	23	10	634	27	53	17	1435	941	290	1125	34
Peak Hour Factor	0.71	0.71	0.71	0.90	0.90	0.90	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	48	21	691	406	344	246	2574	1115	343	2317	703
Arrive On Green	0.02	0.04	0.04	0.20	0.22	0.22	0.14	0.50	0.50	0.10	0.45	0.45
Sat Flow, veh/h	1781	1221	531	3456	1870	1585	1781	5106	1584	3456	5106	1549
Grp Volume(v), veh/h	23	0	33	634	27	53	17	1435	941	290	1125	34
Grp Sat Flow(s),veh/h/ln	1781	0	1751	1728	1870	1585	1781	1702	1584	1728	1702	1549
Q Serve(g_s), s	1.7	0.0	2.4	23.4	1.5	3.5	1.1	25.2	56.3	10.7	20.1	1.3
Cycle Q Clear(g_c), s	1.7	0.0	2.4	23.4	1.5	3.5	1.1	25.2	56.3	10.7	20.1	1.3
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	0	68	691	406	344	246	2574	1115	343	2317	703
V/C Ratio(X)	0.60	0.00	0.48	0.92	0.07	0.15	0.07	0.56	0.84	0.84	0.49	0.05
Avail Cap(c_a), veh/h	158	0	141	784	410	347	246	2574	1115	439	2317	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.0	0.0	61.2	51.0	40.4	41.2	48.8	22.2	14.0	57.6	24.9	13.1
Incr Delay (d2), s/veh	5.3	0.0	2.0	12.5	0.0	0.1	0.0	0.9	7.8	9.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.1	11.0	0.7	1.4	0.5	9.4	18.9	5.0	7.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.4	0.0	63.2	63.5	40.4	41.3	48.8	23.1	21.9	67.0	25.6	13.2
LnGrp LOS	E	A	E	E	D	D	D	C	C	E	C	B
Approach Vol, veh/h		56			714			2393			1449	
Approach Delay, s/veh		65.3			61.0			22.8			33.6	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	71.5	30.5	10.6	24.0	65.0	7.3	33.7
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	16.5	53.0	29.5	10.5	10.5	* 59	11.5	28.5
Max Q Clear Time (g_c+I1), s	12.7	58.3	25.4	4.4	3.1	22.1	3.7	5.5
Green Ext Time (p_c), s	0.2	0.0	0.6	0.0	0.0	5.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

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

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

Appendix D
Cumulative Project Information

SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES

CUMULATIVE PROJECT LIST

#	Status	Project	Location	Land Use	Intensity	Unit	Buildout Year
1	Condos Only Under	Corner @ 2 Oaks	SW corner of San Marcos Blvd & N Twin Oaks Valley Rd	Office/retail	13,499	SF	2020
				Townhouse Condominiums	118	DU	2019
2	Proposed	Block 3 Student Housing	NE Corner of Barham Drive & June Way	36 Unit Student Housing	342	BEDS	2021
3	Proposed	Kaiser Permanente	Craven Rd	206 Bed Hospital	428,500	SF	2023
4	Approved	Fenton North	Craven Rd	Office/Commercial/Residential	41	AC	
5	Proposed	Main Square	SE corner of San Marcos Blvd & McMahr Rd	Apartments*	468	DU	2021
				Commercial	44,007	SF	2021
6	Proposed	Raising Canes	105 S. Las Posas Rd.	Drive-thru Restrurant (demolition of existing 7,897 SF sit-down restaurant to accommodate new buidling)	4,185	SF	2021
7	Proposed	Woodpsrings Suites	NE corner of Grand Ave & Pacific St	Hotel	122	ROOM	2020
8	Under Construction	Brookfield Residential	S Twin Oaks Valley Rd	Single-Family Residential	346	DU	2019
9	Under Construction	Brookfield Residential	S Twin Oaks Valley Rd	Multi-family Residential	220	DU	2021
10	Approved	San Marcos Highlands Highlands	North end of N Las Posas Rd	Single-Family Residential	187	DU	2023
11	Approved	The Marc (Dahvia Village)	1045 Armorlite Drive	Multi-Family Residential	416	DU	2019
				Commercial Retail	15,000	SF	2019
				Park	1.37	AC	2019
12	Approved	El Dorado II Specific Plan	SW corner of Richmar Ave & Pleasant Wy	Apartment	72	DU	2021
				Specialty Retail	2,000	SF	2021
13	Approved	Borden Rd 22	Borden Rd	Single-Family Residential	22	DU	2021
14	Approved	Villa Serena	Richmar Ave & Marcos St	Apartments	12	DU	
15	Approved	San Elijo Hills Town Center	San Elijo Rd & Elfin Forest Rd	Attached Condominiums	12	DU	2020
				Commercial	22,900	SF	2020
16	Approved	Montiel Rd Partners	Montiel Rd	9-lot Subdivision -SFR	8	DU	2021
17	Proposed	Sandy Lane Estates	Sandy Ln	8-lot Subdivision -SFR	8	DU	2021
18	Approved	Meadowlark Canyon LLC	San Marcos Blvd	Single-Family Residential	33	DU	
19	Approved	JR Legacy II, LLC/Global Carte	Montiel Rd	Hotel	128	ROOM	2019
20	Approved	Mariposa II- Affirmed Housing	Richmar Ave & Los Olivos Dr	Apartments	60	DU	2019
21	Approved	Murai-Sab	N. Las Posas Rd	Single-Family Residential	89	DU	2021

22	Proposed	Copper Hills Specific Plan	San Elijo Rd	Commercial/Light Industrial Park	139,000	SF	
				Attached Condominiums	120	DU	
				Detached Condominiums	42	DU	
				Apartments	189	DU	
23	Proposed	Pacifica San Marcos	S. Rancho Santa Fe Rd & Creek St	Apartments	31	DU	
				Commercial	4,375	SF	2019
24	Approved	Fenton South	Future Discovery St	Single-Family Residential	220	DU	2021
25	Under Construction	Windy Pointe Phase II	Windy Pointe Dr	Office	15,000	SF	2020
				Multi-tenant Industrial	18,600	SF	2020
26	Under Construction	Fitzpatrick	Fitzpatrick Road	Apartments	78	DU	2020
				Single-Family Residential	2	DU	2020
27	Approved	Southlake Park Phase 1	Twin Oaks Valley Rd, South of Village Dr	Parking Lot, Fishing Dock	1.5	AC	
28	Approved	MacDonald Group	San Marcos Blvd (Former Sears site)	Apartments	82	UNITS	
				Commercial	5,000	SF	
29	Approved	Mission 24	Mission Rd at Avenida Chapala	MF Condominiums	24	DU	2020
30	Approved	Mission 316 West	Mission Rd at Woodward St (east side)	MF Condominiums	67	DU	2021
31	Proposed	Lanikai	Mission Rd at Woodward St (west side)	Senior Living Complex	115	UNITS	
32	Under Constrruction	Mesa Rim Climbing Gym	285 Industrial St	Recreation/Entertainment	28000	SF	2020
33	Proposed	Breakers Real Estate	SE Corner of N. Twin Oaks Valley Rd.& Richmar Ave.	Assisted Living Facility	110,317	SF	2021
34	Approved	Artis Senior Housing	San Elijo Rd at Paseo Plomo	Senior Living Complex	64	BED	
					39,951	SF	
35	Proposed	Sunrise	Barham Drive (near east City limit)	MF Condominiums	192	DU	2021
36	Proposed	Jump Ball LLC	W. San Marcos Blvd. at Bent Ave.	Drive-thru Restaurant	3,233	SF	2020
37	Approved	Lomas San Marcos	1601 San Elijo	Commercial	179,535	SF	2019
38	Proposed	Montiel Commercial	2355/2357 Montiel Rd	Office	32,971	SF	
39	Proposed	California Allstars	East side of Twin Oaks Valley Rd	Industrial Building	28,137	SF	2022
40	Proposed	Budhi Hill Buddhist Center	Poinsettia Ave. s/o Linda Vista Dr	Fellowship Hall	36,501	SF	2024
				Monk Dormitory	7,612	SF	2023
41	Proposed	Mercy Hill and Marian Center	Borden Rd	Christian Center	22,830		
42	Under Construction	West Health Pace	1706 Descanso Ave	Senior Center	20,156	SF	2019
43	Approved	Karl Strauss Brewery	Las Posas Rd & Los Vallecitos Blvd.	Tasting Room, Commercial Kitchen, Entertainment Room within existing commercial building	10,528	SF	2020
44	Approved	C3 Church	1760 Descanso Ave	Assembly Use - 825 seat	74,938	SF	2019
45	Funded	San Marcos Creek Phase 1 CIP - various numbers	Via Vera Crux Bridge, Bent Avenue Bridge, Discovery Street widening, Levee construction, Promenade, and Creek Channel Wetland Restoration.	San Marcos Creek Phase 1 Infrastructure, Discovery Street (east/west segment), Bent Avenue to Discovery Street (north/south segment)	35	AC	2021
46	Funded	CIP 88179	Smilax Road/South Santa Fe Avenue Intersection	Intersection re-alignment			2020
47	Funded	CIP 86002	San Marcos Boulevard at Discovery Street Intersection.	Intersection improvements 300' west, and 920' east, of intersection.	1220	LF	2020

48	Funded	PARK CIP	Rancho Tesoro Park Improvements - 2 acres of 41 acre park	City Park - Phase 2 Multi-Use Field and Parking Lot Improvements	2	AC	2021
49	Funded	ST006	San Marcos Boulevard Slope Stabilization Project	South side of San Marcos Boulevard, 500' east of Acacia Dr.	500	LF	2020

Notes:

SF: SQUARE FEET; DU: DWELLING UNITS;LF: LINEAL

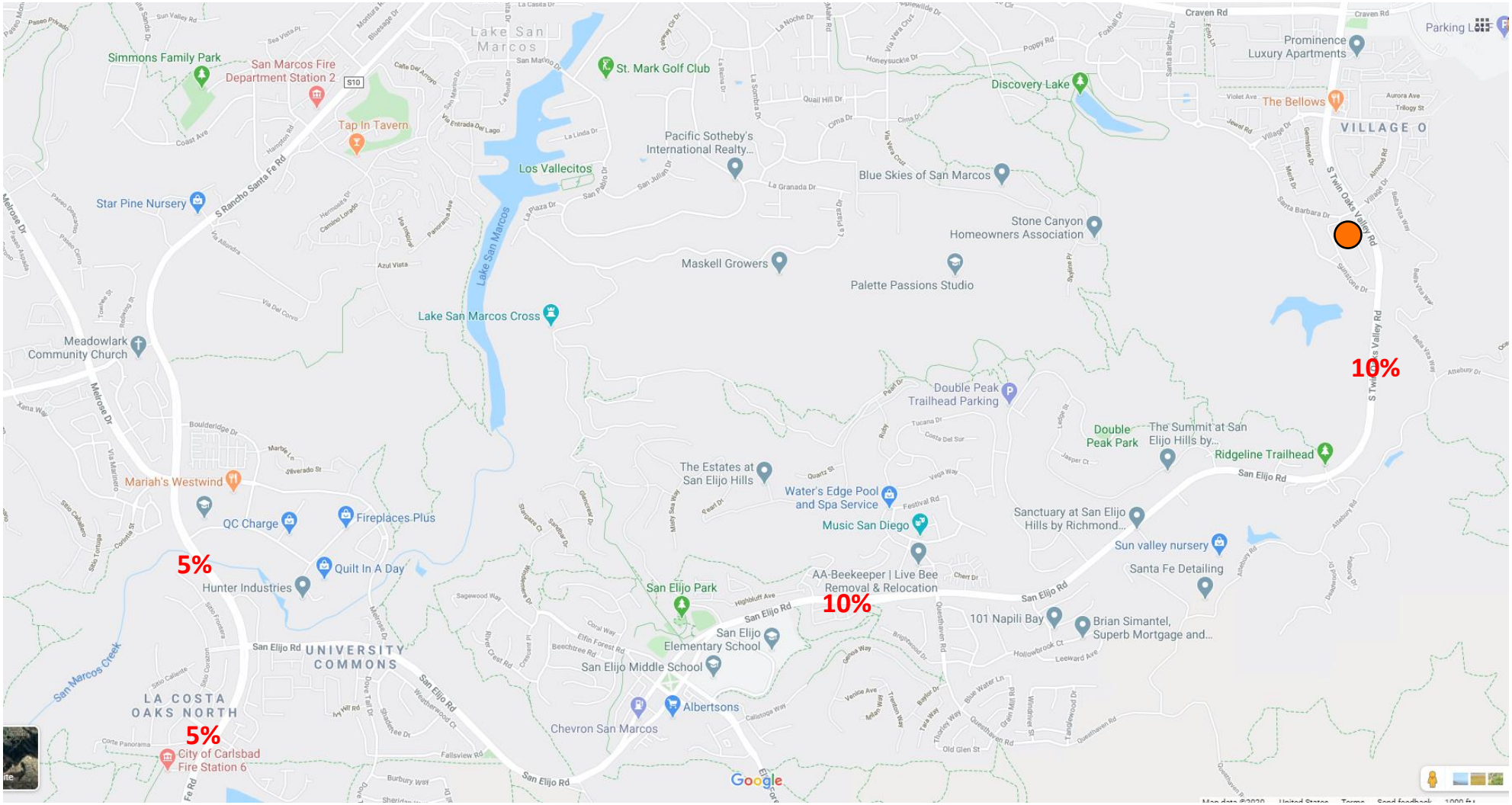
*Apartments include live/work units.

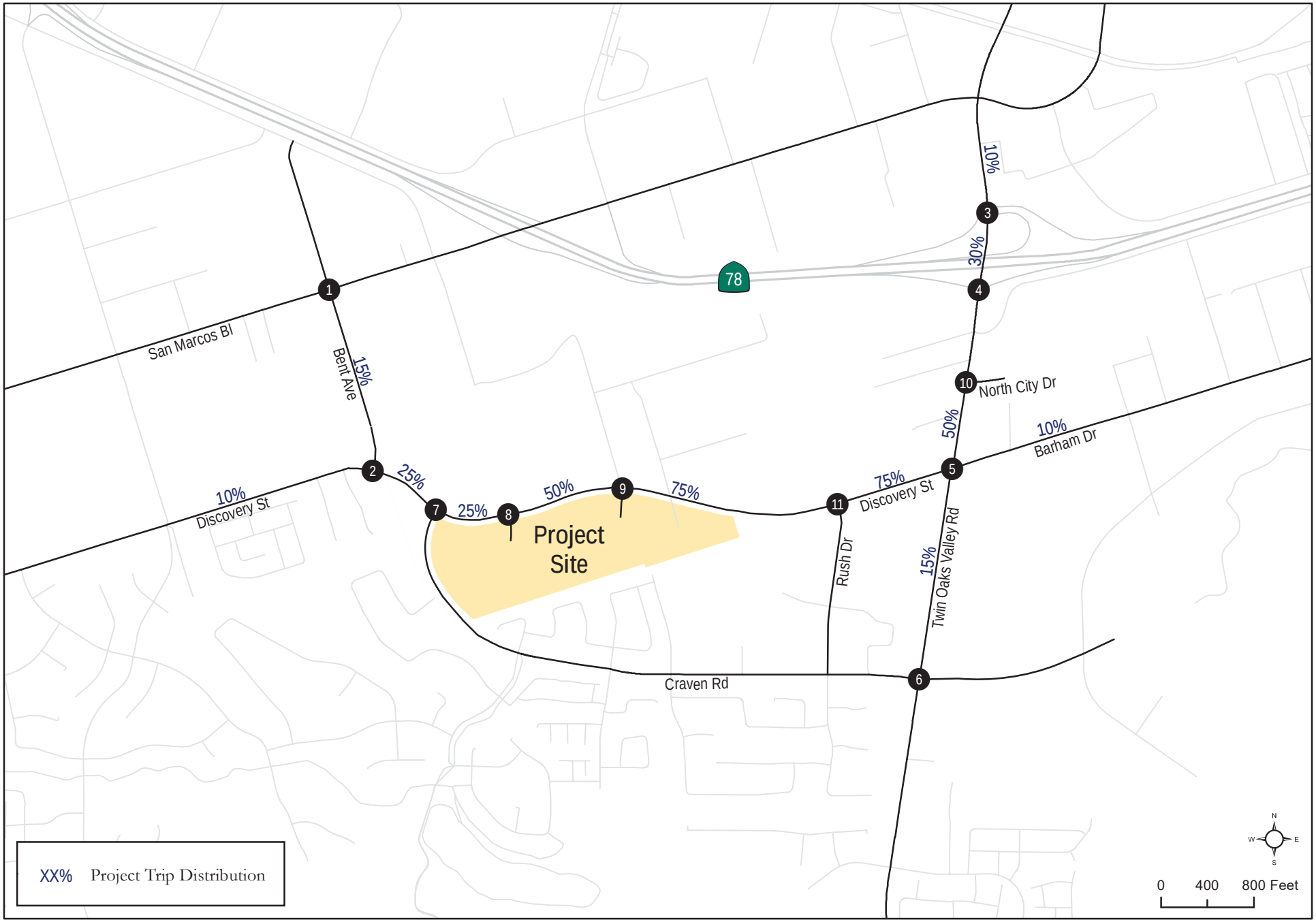
Other Projects to consider outside of City jurisdiction/land use authority: CSUSM Master Plan & Palomar Master Plan.

CORNER @ 2 OAKS

KAISER PERMANENTE

BROOKFIELD RESIDENTIAL (MULTI-FAMILY)





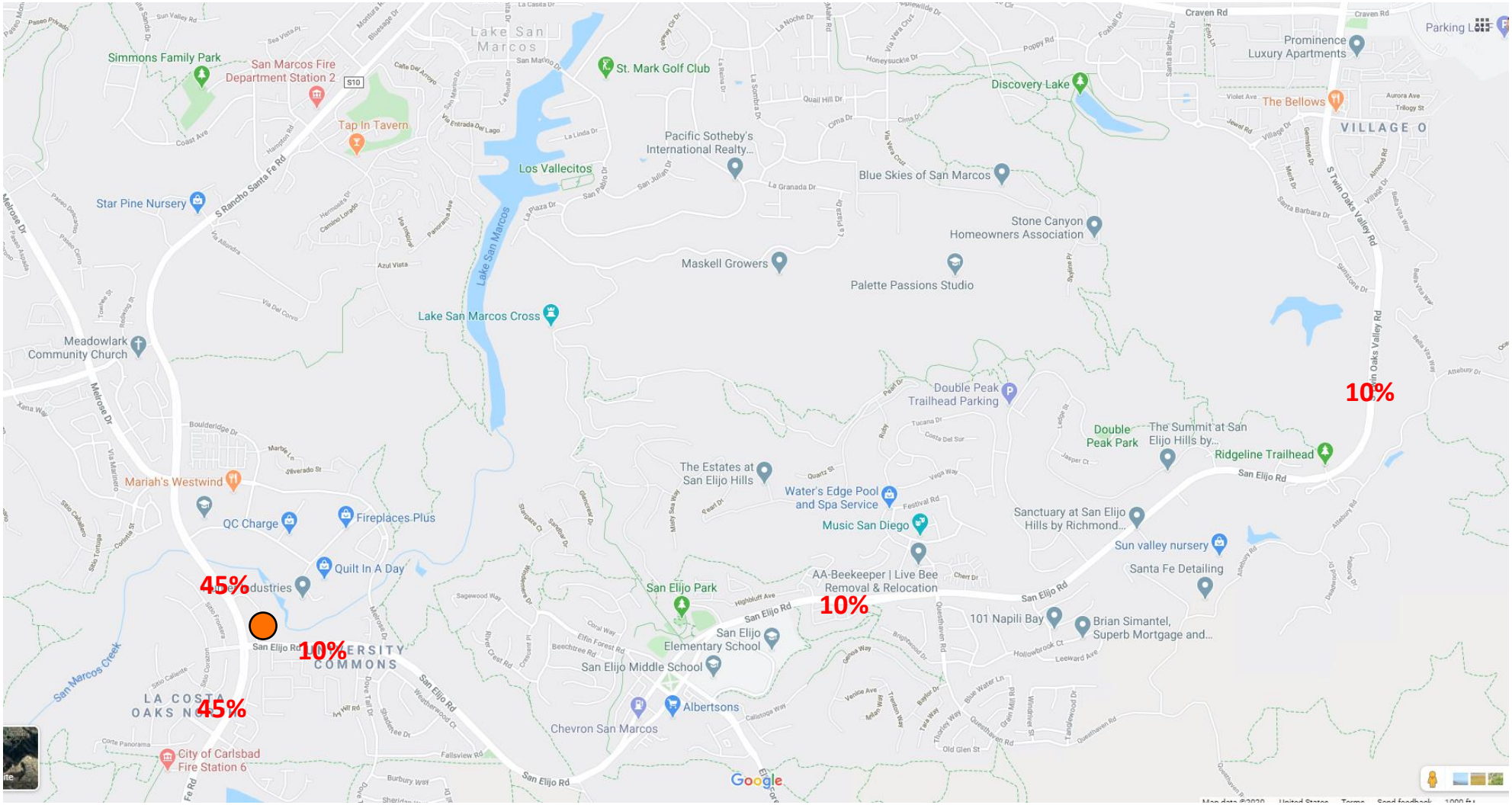
Discovery Village South
Transportation Impact Study

CHEN RYAN

Figure 4-2
Project Trip Distribution

MESA RIM CLIMBING GYM

ARTIS SENIOR LIVING



Off-Campus Student Apartment (Low-Rise)

Adjacent to Campus (225)

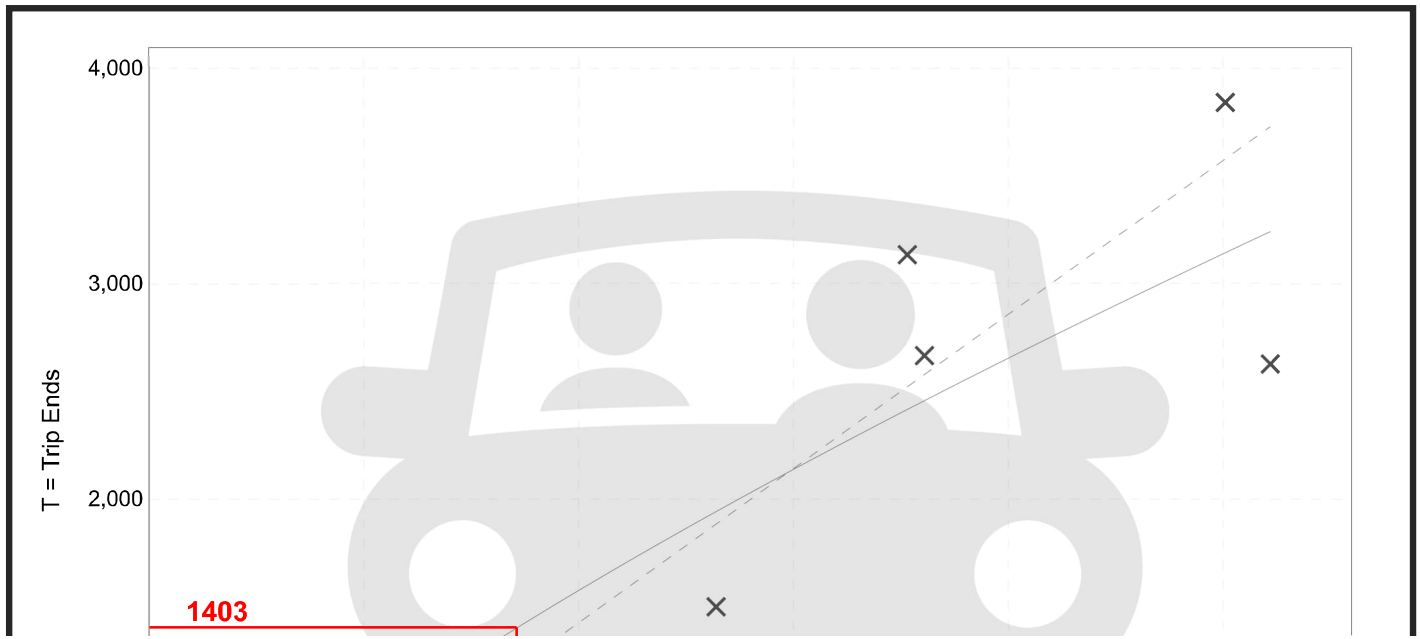
Vehicle Trip Ends vs: **Bedrooms**
On a: **Weekday**

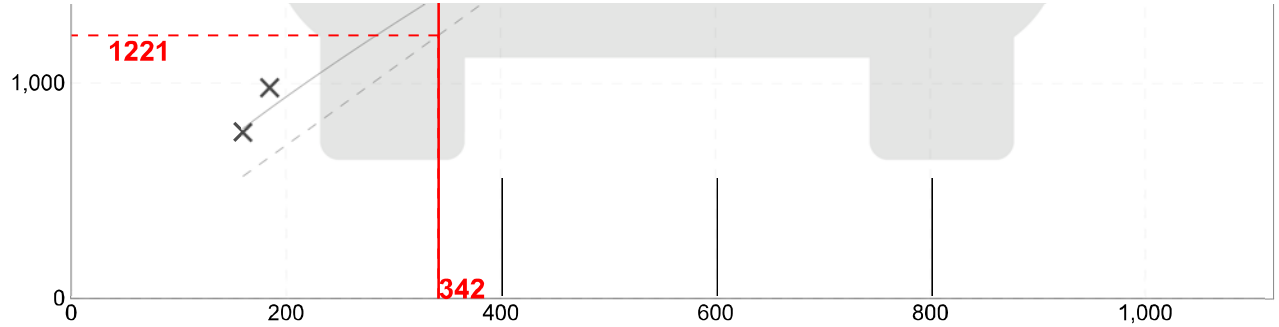
Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Bedrooms: 621
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
3.57	2.52 - 5.30	0.88

Data Plot and Equation





× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.75 Ln(X) + 2.87 **R^2= 0.90**

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Off-Campus Student Apartment (Low-Rise)

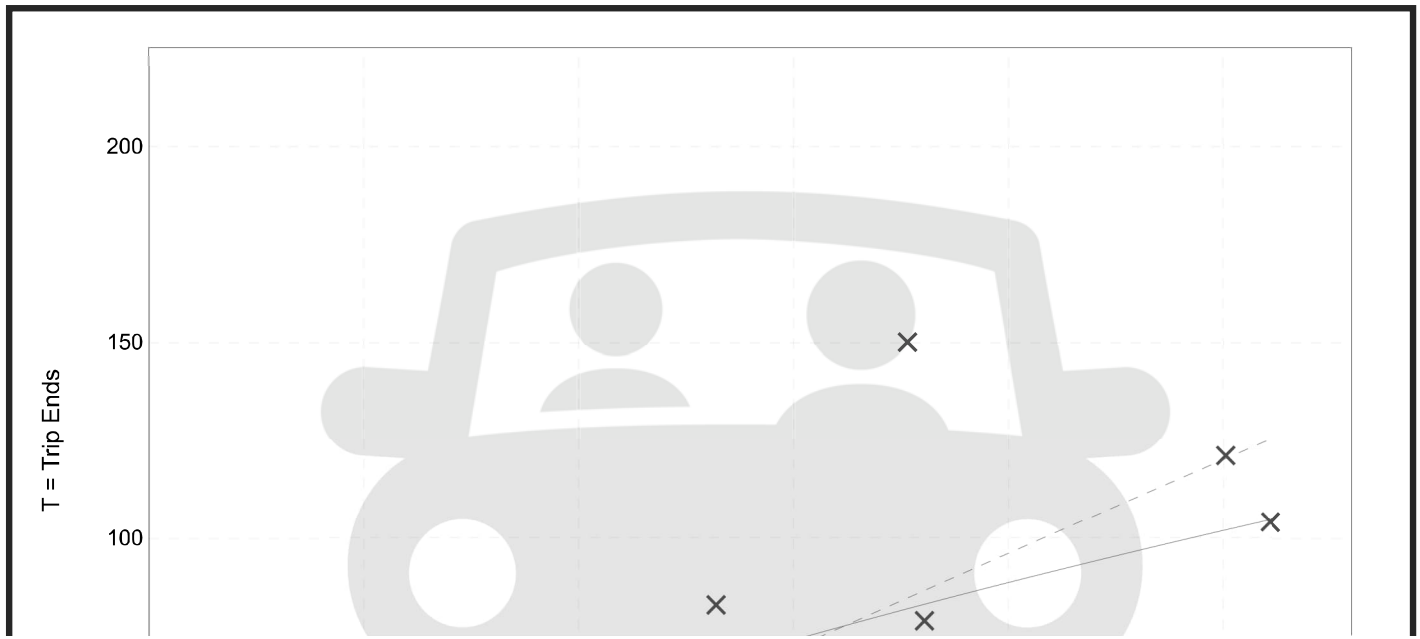
Adjacent to Campus (225)

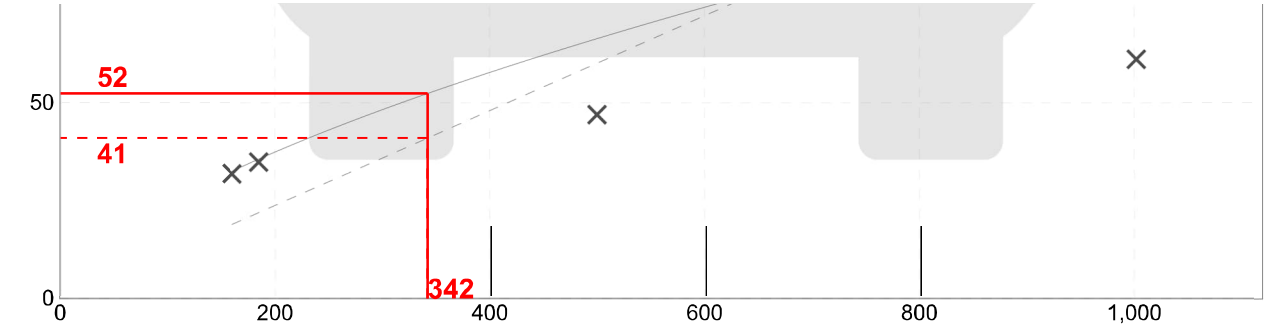
Vehicle Trip Ends vs:	**Bedrooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	9
Avg. Num. of Bedrooms:	650
Directional Distribution:	38% entering, 62% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.12	0.06 - 0.21	0.05

Data Plot and Equation





× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.62 Ln(X) + 0.34 **R^2= 0.65**

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Off-Campus Student Apartment (Low-Rise)

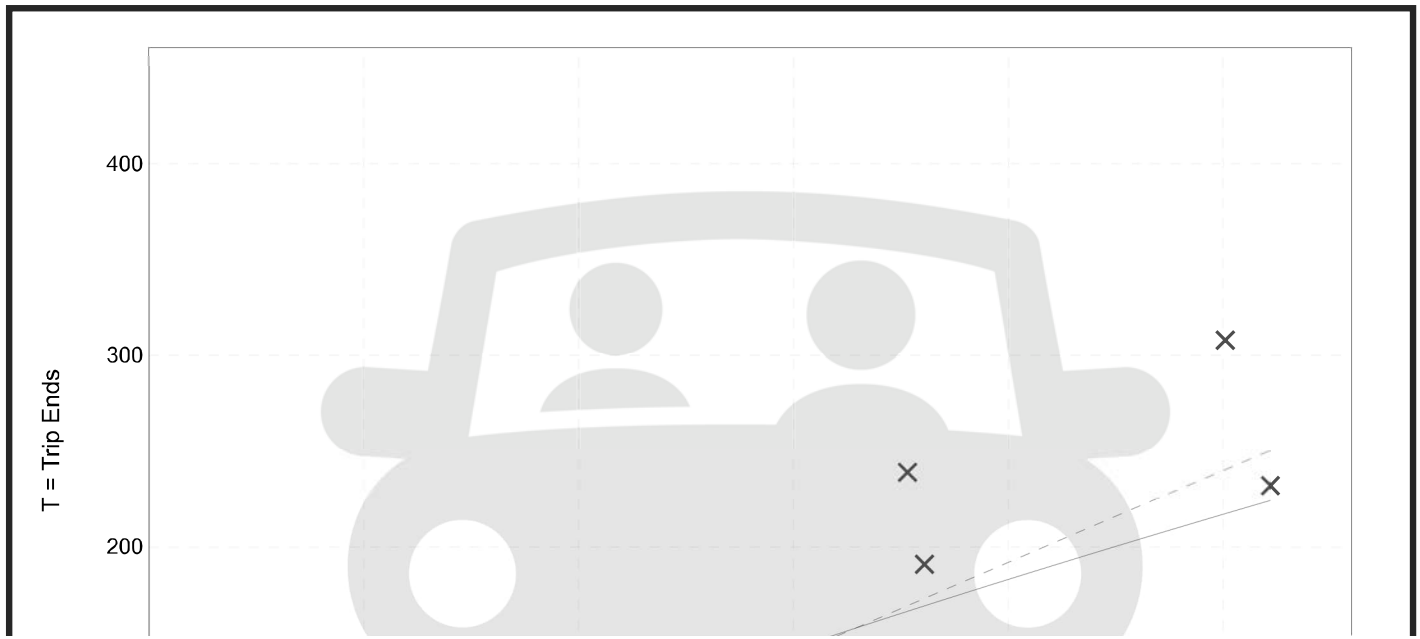
Adjacent to Campus (225)

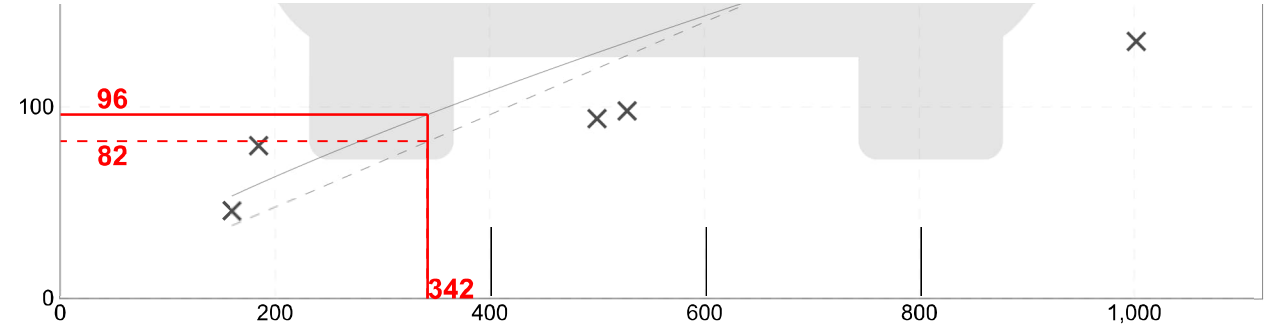
Vehicle Trip Ends vs:	**Bedrooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	9
Avg. Num. of Bedrooms:	650
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.24	0.13 - 0.43	0.08

Data Plot and Equation





Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.76 Ln(X) + 0.13 **R^2= 0.74**

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

BLOCK 3 STUDENT HOUSING (CSUSM)

Loma San Marcos Specific Plan – Phase 1A, 1B, and Phase 2 Trip Generation

Neither the SANDAG Not So Brief Guide to Vehicular Trip Generation nor the latest ITE Trip Generation Manual contain trip rates for land uses similar to this facility, the following trip rates are proposed:

- 61,650 sq.ft. of Movie Production - Although the proposed project land use is classified as "Movie Production", the square footage would be used to build 5 youth sports courts, therefore, it is proposed as a conservative approach that the "Soccer Complex" land use trip rate from ITE Trip Generation Manual, 9th Edition was utilized to determine the number of trips generated.

- 9,750 sq.ft of Media Office – Based on conversations with the project applicant (December 2017), the "Media Office" land use would operate similarly to that of an "Industrial Park" land use because of all the operations being confined within the proposed project. Therefore, the "Industrial Park" trip rate found in the SANDAG Not So Brief Guide to Vehicular Trip Generation was utilized to determine the number of trips generated.

- 108,135 sq.ft. of Storage – The proposed project site currently has storage operations and based on counts conducted on November 29, 2017, it was determined that 2 trips during the PM peak hour egressed from the project driveway. The proposed project would not cause the existing storage trip generation to increase, however, it would restrict storage operations to off peak hours. Therefore, the trips associated with the existing storage land use would be removed from the transportation network during peak hours.

Table 1 displays the proposed project trip generation.

Table 1: Proposed Project Trip Generation – Phase 1A

Land Use	Quantity	Trip Rate	Daily Trips	PM Peak Hour	
Soccer Complex	5	71.33 trips[1] / Field	357	26%	93 (39-in / 54-out)
Industrial Park	9,750 sf	8 trips[2] / 1,000 sf	78	12%	5 (1-in / 4-out)[3]
Storage	108,135 sf	Based on driveway counts	4	50%	Trips will not occur during the PM peak hour[4]
		Proposed Project Total	439	-	98 (40-in / 58-out)

Source: SANDAG's Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002. ITE Trip Generation Manual, 9th Edition.

Notes:

[1] ITE Trip Generation Manual, 9th Edition Soccer Complex Rates were utilized.

[2] SANDAG Trip Generation Rates for Industrial Park were utilized.

[3] Workers would work between 2pm and 10pm. However, for a conservative analysis, it is assumed that 50% of the trips generated by the "Media Office" land use would occur during the PM peak hour.

[4] Existing storage trips would be restricted to non-peak hour operations.

During Phase 1B, the youth sports facilities are removed and full build-out and operations of the movie studio facility occur. Neither the SANDAG *Not So Brief Guide to Vehicular Trip Generation* nor the latest ITE Trip Generation Manual contain trip rates for land uses similar to the Movie Production uses. Therefore, the following trip rates are proposed:

- 213,361 sq.ft. of Movie Production – Based on the Phase 2 description of land uses, the "Movie Production" land use would operate similarly to that of an "Industrial Park". An Industrial Park has a mix of manufacturing (prop construction), service, and warehouse facilities. Therefore, the "Industrial Park" trip rate found in SANDAG's *Not So Brief Guide to Vehicular Trip Generation* was utilized to determine the number of trips generated.

Table 2: Proposed Project Trip Generation – Phase 1B

Land Use	Quantity	Trip Rate	Daily Trips	%	AM Peak Hour	%	PM Peak Hour
Movie Production (LU 130)	213,361 sf	8 trips[1] / 1,000 sf	1,707	11%	188 (170-in / 18-out)	12%	205 (41-in / 164-out)
		Proposed Project Total	1,707	-	188 (170-in / 18-out)	-	205 (41-in / 164-out)

Source: SANDAG's Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

Notes:
[1] SANDAG Trip Generation Rates for Industrial Park were utilized.

During Phase 2, the same Movie Production activities from 1B continue with the addition of a 6-story office building.

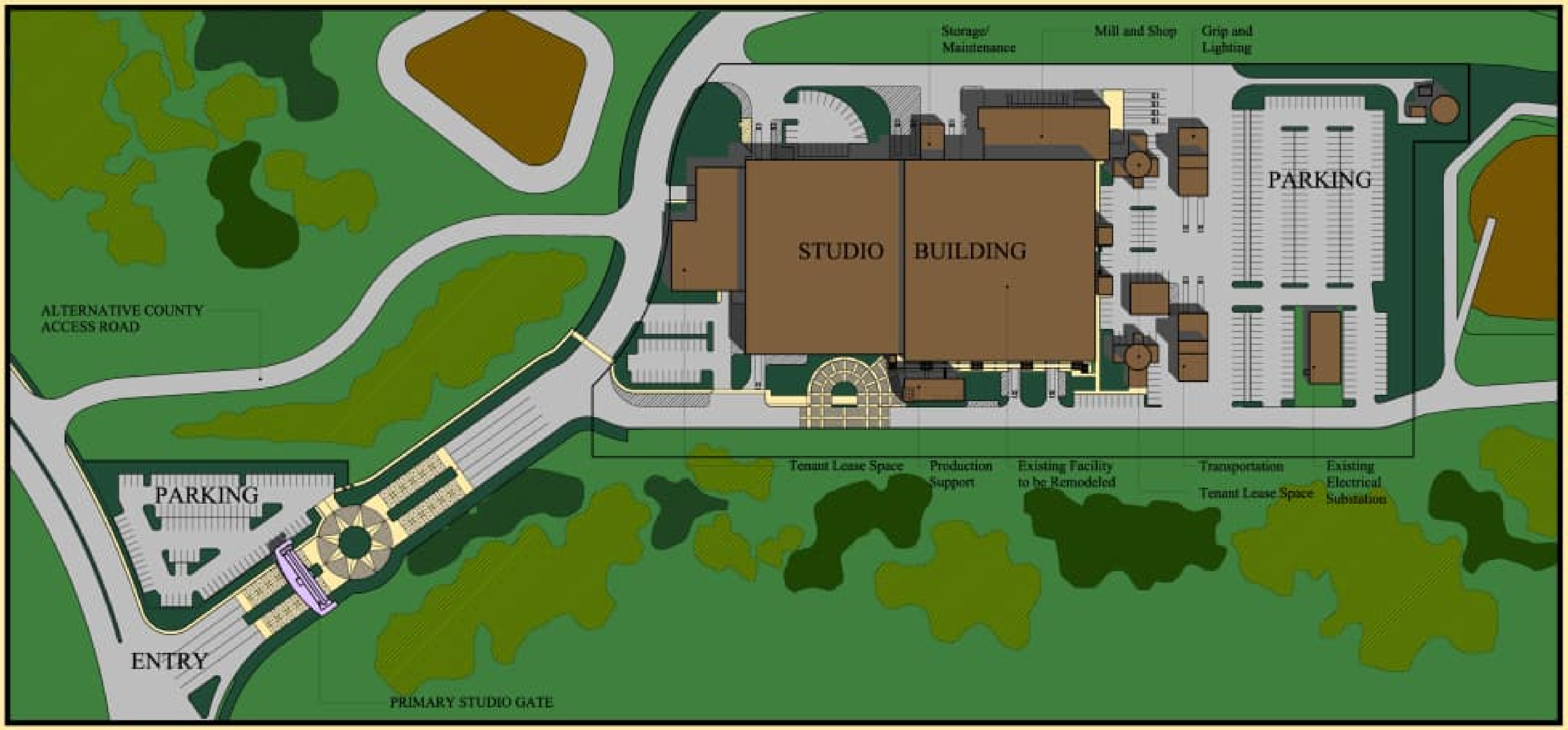
- 120,000 sq.ft. of Office Space – A 6-story building is proposed to be constructed for office uses for tenants involved in the movie industry. While the operations of an office associated with the movie industry may not necessarily reflect those of a "typical office", as a conservative approach, the "Large (High-Rise) Commercial Office" trip rate found in SANDAG's *Not So Brief Guide to Vehicular Trip Generation* was utilized to determine the number of trips generated.

Table 3: Proposed Project Trip Generation – Phase 2

Land Use	Quantity	Trip Rate	Daily Trips	%	AM Peak Hour	%	PM Peak Hour
Movie Production	213,361 sf	8 trips[1] / 1,000 sf	1,707	11%	188 (170-in / 18-out)	12%	205 (41-in / 164-out)
Office Space	120,000 sf	17 trips[2] / 1,000 sf	2,040	13%	266 (240-in / 26-out)	14%	286 (57-in / 229-out)
		Proposed Project Total	3,747	-	454 (410-in / 44-out)	-	491 (98-in / 393-out)

Source: SANDAG's Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

Notes:
[1] SANDAG Trip Generation Rate for Industrial Park was utilized.
[2] Large (High-Rise) Commercial Office trip generation rate was utilized based on the office building being 6 stories.



LEVEL 1	USABLE AREA	LEVEL 2	USABLE AREA	LEVEL 3	USABLE AREA	LEVELS 4, 5 and 6	USABLE AREA	TOTALS
Sound Stages	89,715 s.f.	Sound Stages	0 s.f.	Sound Stages	0 s.f.	Sound Stages	0 s.f.	89,715 s.f.
Production Support	23,320 s.f.	Production Support	19,200 s.f.	Production Support	0 s.f.	Production Support	0 s.f.	42,520 s.f.
Tenant Lease	22,026 s.f.	Tenant Lease	0 s.f.	Tenant Lease	17,950 s.f.	Tenant Lease (4)	17,950 s.f.	57,926 s.f.
Mill and Workshops	19,380 s.f.	Mill and Workshops	3,820 s.f.	Mill and Workshops	0 s.f.	Mill and Workshops	0 s.f.	23,200 s.f.
Net Usable	154,441 s.f.	Net Usable	23,020 s.f.	Net Usable	17,950 s.f.	Net Usable	17,950 s.f.	213,361 s.f.
Core, Storage and Walls	33,741 s.f.	Core, Storage and Walls	4,437 s.f.	Core, Storage and Walls	2,885 s.f.	Core, Storage and Walls	2,885 s.f.	43,948 s.f.
Total Gross	188,182 s.f.	Total Gross	27,457 s.f.	Total Gross	20,835 s.f.	Total Gross	20,835 s.f.	257,309 s.f.

SITE MASTERPLAN - PHASE 1B

Graphic Scale

PARKING PROVIDED		
Studio	490 Cars	Ratio 1:435 Usable s.f
Office	NA	Ratio NA
Total	490 Cars	Ratio 1:435 Usable s.f.

North

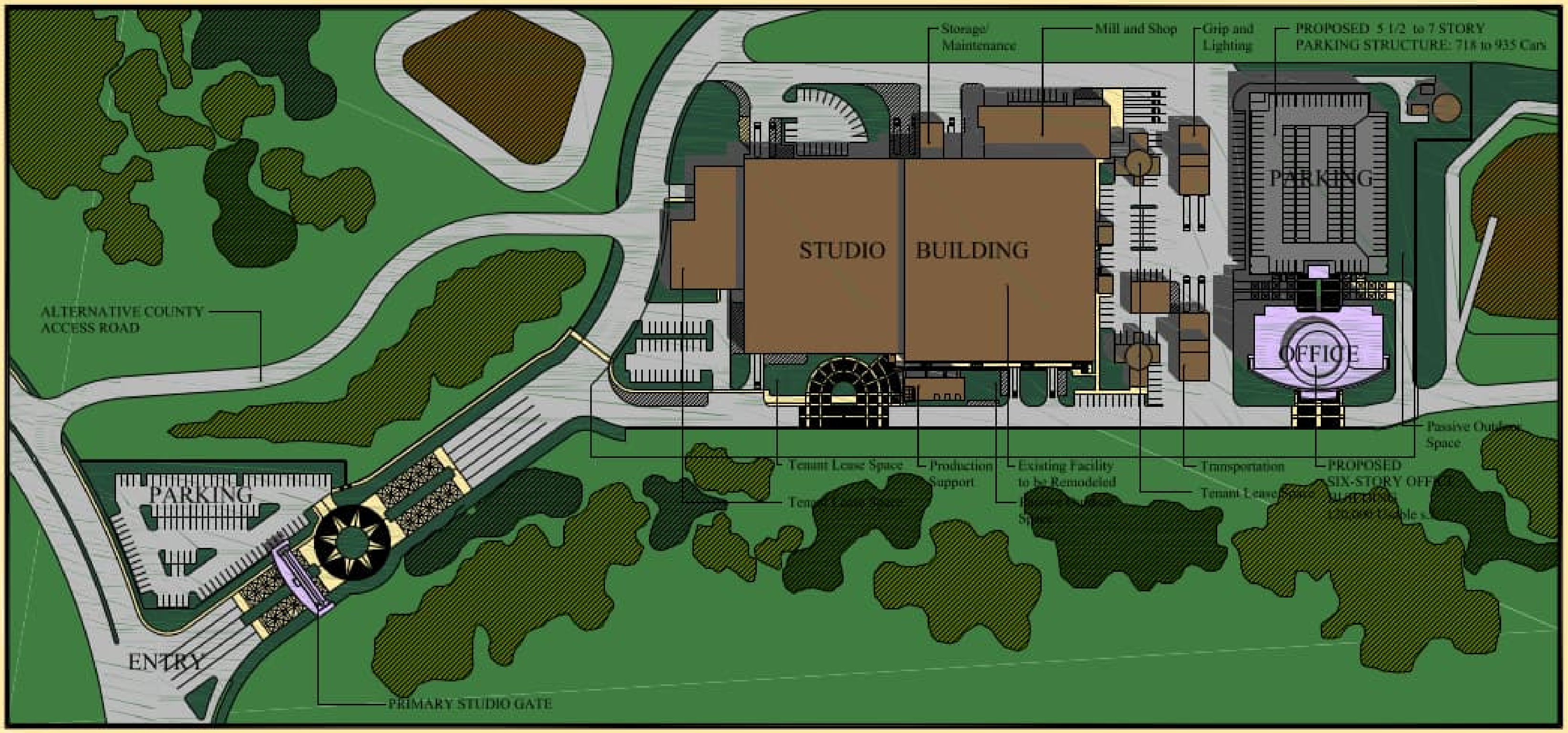
Loma San Marcos

San Marcos, California

Exhibit 6C

31 October 2003

BASTIEN AND ASSOCIATES, INC.
ARCHITECTURE AND PLANNING



LEVEL 1	USABLE AREA	LEVEL 2	USABLE AREA	LEVEL 3	USABLE AREA	LEVELS 4, 5 and 6	USABLE AREA	TOTALS
Sound Stages	89,715 s.f.	Sound Stages	0 s.f.	Sound Stages	0 s.f.	Sound Stages	0 s.f.	89,715 s.f.
Production Support	23,320 s.f.	Production Support	19,200 s.f.	Production Support	0 s.f.	Production Support	0 s.f.	42,520 s.f.
Tenant Lease	22,026 s.f.	Tenant Lease	0 s.f.	Tenant Lease	17,950 s.f.	Tenant Lease (4)	17,950 s.f.	57,926 s.f.
Mill and Workshops	19,380 s.f.	Mill and Workshops	3,820 s.f.	Mill and Workshops	0 s.f.	Mill and Workshops	0 s.f.	23,200 s.f.
Office Building	20,000 s.f.	Office Building	20,000 s.f.	Office Building	20,000 s.f.	Office Building	60,000 s.f.	120,000 s.f.
Net Usable	174,441 s.f.	Net Usable	43,020 s.f.	Net Usable	37,950 s.f.	Net Usable	77,950 s.f.	333,361 s.f.
Core, Storage and Walls	35,741 s.f.	Core, Storage and Walls	6,437 s.f.	Core, Storage and Walls	4,885 s.f.	Core, Storage and Walls	8,885 s.f.	55,948 s.f.
Total Gross	210,182 s.f.	Total Gross	49,457 s.f.	Total Gross	42,835 s.f.	Total Gross	86,835 s.f.	389, 309 s.f.

SITE MASTERPLAN - PHASE 2

Graphic Scale

PARKING PROVIDED

Studio	490 Cars	Ratio 1:435 Usable s.f
Office	481 Cars	Ratio 1:250 Usable s.f.
Total	971 Cars	Ratio 1:343 Usable s.f.

North

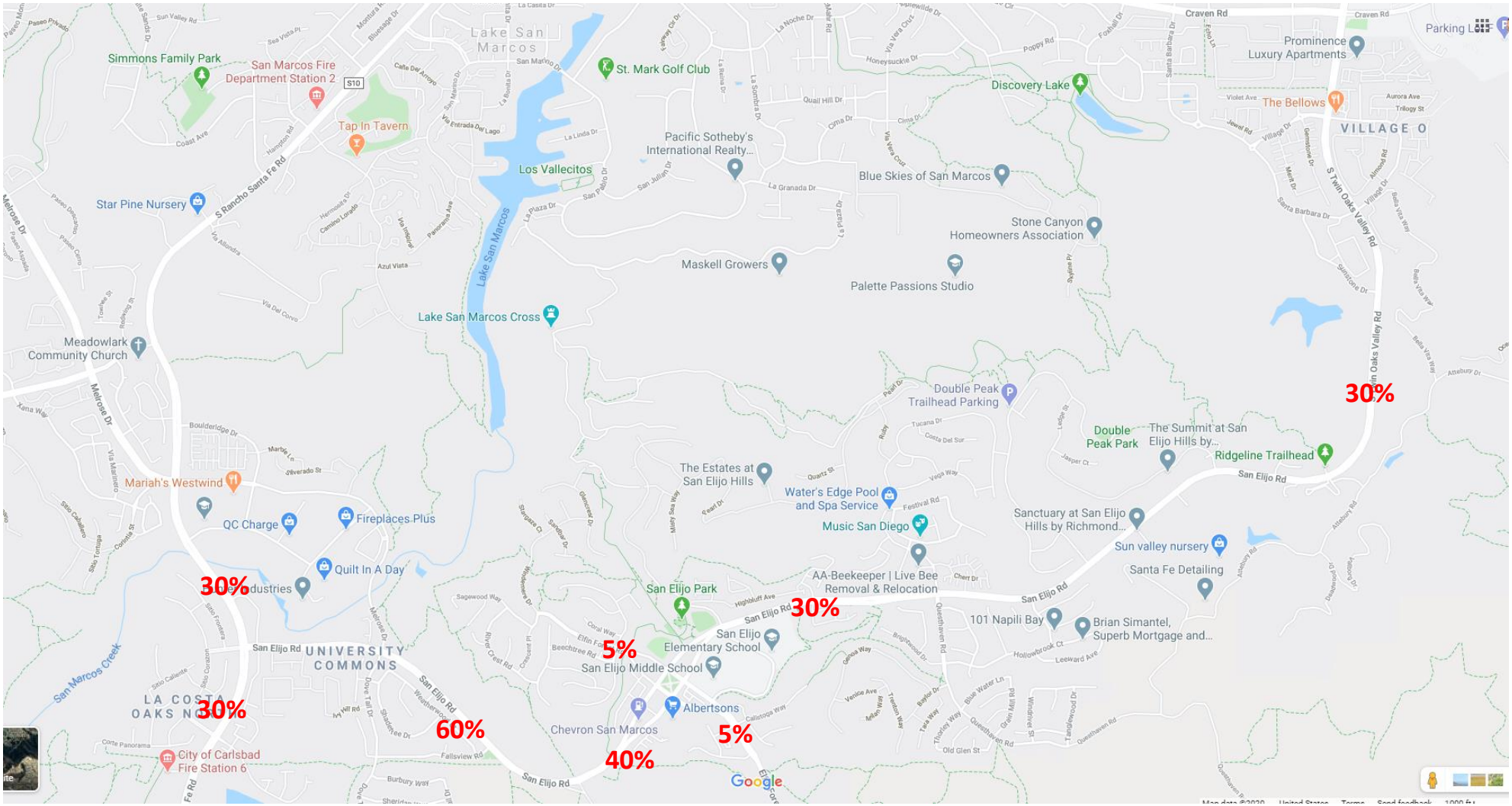
SAN MARCOS STUDIOS

San Marcos, California

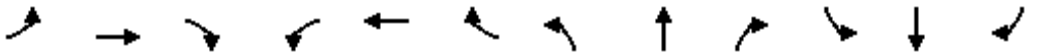
Exhibit 7

BASTIEN AND ASSOCIATES, INC.
ARCHITECTURE AND PLANNING

LOMA SAN MARCOS



Appendix E
Peak Hour Intersection Capacity Worksheets
Near-Term Year 2024 Base Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	800	24	35	1169	969	99	176	32	478	36	20
Future Volume (veh/h)	87	800	24	35	1169	969	99	176	32	478	36	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	870	24	38	1257	938	110	196	33	690	0	22
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1225	755	83	1116	870	260	226	38	866	0	381
Arrive On Green	0.08	0.34	0.34	0.05	0.31	0.31	0.15	0.15	0.15	0.24	0.00	0.24
Sat Flow, veh/h	1781	3554	1521	1781	3554	1544	1781	1552	261	3563	0	1569
Grp Volume(v), veh/h	95	870	24	38	1257	938	110	0	229	690	0	22
Grp Sat Flow(s),veh/h/ln	1781	1777	1521	1781	1777	1544	1781	0	1813	1781	0	1569
Q Serve(g_s), s	5.0	20.3	0.8	2.0	30.0	30.0	5.4	0.0	11.8	17.4	0.0	1.0
Cycle Q Clear(g_c), s	5.0	20.3	0.8	2.0	30.0	30.0	5.4	0.0	11.8	17.4	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	137	1225	755	83	1116	870	260	0	265	866	0	381
V/C Ratio(X)	0.69	0.71	0.03	0.46	1.13	1.08	0.42	0.00	0.87	0.80	0.00	0.06
Avail Cap(c_a), veh/h	280	1225	755	280	1116	870	280	0	285	1119	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	27.2	12.6	44.4	32.7	16.0	37.1	0.0	39.9	33.9	0.0	27.8
Incr Delay (d2), s/veh	2.3	2.1	0.0	1.5	68.6	53.7	0.4	0.0	20.9	3.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	8.3	0.3	0.9	22.5	33.0	2.3	0.0	6.7	7.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	29.3	12.6	45.8	101.3	69.7	37.5	0.0	60.7	37.6	0.0	27.8
LnGrp LOS	D	C	B	D	F	F	D	A	E	D	A	C
Approach Vol, veh/h		989			2233			339			712	
Approach Delay, s/veh		30.4			87.1			53.2			37.3	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	38.9		28.2	12.4	36.0		18.9				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		15.0				
Max Q Clear Time (g_c+I1), s	4.0	22.3		19.4	7.0	32.0		13.8				
Green Ext Time (p_c), s	0.0	4.1		3.1	0.1	0.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		63.0	
HCM 6th LOS		E	

Notes

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

User approved volume balancing among the lanes for turning movement.

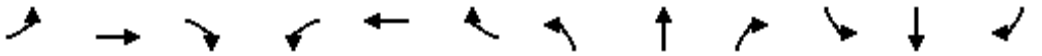
Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1053	329	82	2091	0	45
Future Vol, veh/h	1053	329	82	2091	0	45
Conflicting Peds, #/hr	0	8	8	0	0	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	91	91	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1350	422	90	2298	0	180

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1358	0	-	691
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	0	502	-	0	387
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	498	-	-	381
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	22.6
HCM LOS			C

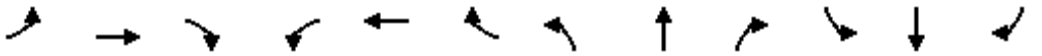
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	381	-	498	-
HCM Lane V/C Ratio	0.472	-	0.181	-
HCM Control Delay (s)	22.6	-	13.8	-
HCM Lane LOS	C	-	B	-
HCM 95th %tile Q(veh)	2.4	-	0.7	-



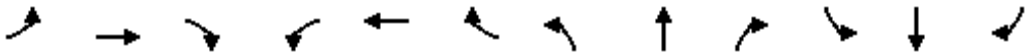
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	9	67	228	16	0	0	0	0	26	1894	7
Future Volume (veh/h)	0	9	67	228	16	0	0	0	0	26	1894	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		1.00				1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	15	99	374	26	0				27	1933	6
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	45	299	261	13	0				30	2241	7
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	206	1357	869	60	0				49	3674	12
Grp Volume(v), veh/h	0	0	114	400	0	0				1029	0	937
Grp Sat Flow(s),veh/h/ln	0	0	1563	930	0	0				1868	0	1868
Q Serve(g_s), s	0.0	0.0	6.1	15.9	0.0	0.0				53.8	0.0	48.0
Cycle Q Clear(g_c), s	0.0	0.0	6.1	22.0	0.0	0.0				53.8	0.0	48.0
Prop In Lane	0.00		0.87	0.93		0.00				0.03		0.01
Lane Grp Cap(c), veh/h	0	0	344	274	0	0				1139	0	1139
V/C Ratio(X)	0.00	0.00	0.33	1.46	0.00	0.00				0.90	0.00	0.82
Avail Cap(c_a), veh/h	0	0	344	274	0	0				1139	0	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.70	0.00	0.00				0.37	0.00	0.37
Uniform Delay (d), s/veh	0.0	0.0	32.8	44.1	0.0	0.0				37.1	0.0	34.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	220.1	0.0	0.0				4.9	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.4	23.6	0.0	0.0				28.4	0.0	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	33.0	264.2	0.0	0.0				42.0	0.0	37.4
LnGrp LOS	A	A	C	F	A	A				D	A	D
Approach Vol, veh/h		114			400						1966	
Approach Delay, s/veh		33.0			264.2						39.8	
Approach LOS		C			F						D	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		30.0		70.0		30.0			
Change Period (Y+Rc), s		8.0		9.0		8.0			
Max Green Setting (Gmax), s		22.0		61.0		22.0			
Max Q Clear Time (g_c+I1), s		8.1		55.8		24.0			
Green Ext Time (p_c), s		0.3		4.7		0.0			

Intersection Summary									
HCM 6th Ctrl Delay		75.7							
HCM 6th LOS		E							



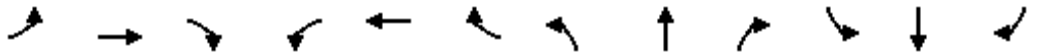
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	19	0	0	120	25	88	915	21	0	0	0
Future Volume (veh/h)	22	19	0	0	120	25	88	915	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	26	22	0	0	171	32	104	1076	23			
Peak Hour Factor	0.85	0.85	0.85	0.70	0.70	0.70	0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	103	70	0	0	244	46	206	2236	50			
Arrive On Green	0.16	0.16	0.00	0.00	0.16	0.16	0.67	0.67	0.67			
Sat Flow, veh/h	256	433	0	0	1512	283	306	3328	74			
Grp Volume(v), veh/h	48	0	0	0	0	203	630	0	573			
Grp Sat Flow(s),veh/h/ln	689	0	0	0	0	1795	1855	0	1854			
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	9.6	15.2	0.0	13.2			
Cycle Q Clear(g_c), s	10.3	0.0	0.0	0.0	0.0	9.6	15.2	0.0	13.2			
Prop In Lane	0.54		0.00	0.00		0.16	0.17		0.04			
Lane Grp Cap(c), veh/h	173	0	0	0	0	290	1246	0	1246			
V/C Ratio(X)	0.28	0.00	0.00	0.00	0.00	0.70	0.51	0.00	0.46			
Avail Cap(c_a), veh/h	374	0	0	0	0	549	1246	0	1246			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.9	0.0	0.0	0.0	0.0	35.7	7.3	0.0	7.0			
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	3.1	1.5	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.0	0.0	4.4	5.8	0.0	5.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	0.0	0.0	0.0	38.7	8.8	0.0	8.2			
LnGrp LOS	C	A	A	A	A	D	A	A	A			
Approach Vol, veh/h		48			203			1203				
Approach Delay, s/veh		34.7			38.7			8.5				
Approach LOS		C			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		68.0		22.0				22.0				
Change Period (Y+Rc), s		7.5		7.5				7.5				
Max Green Setting (Gmax), s		47.5		27.5				27.5				
Max Q Clear Time (g_c+I1), s		17.2		12.3				11.6				
Green Ext Time (p_c), s		10.6		0.1				1.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	148	238	0	0	0	0	0	0	109	1734	0
Future Volume (veh/h)	0	148	238	0	0	0	0	0	0	109	1734	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88							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	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	174	252							116	1845	0
Peak Hour Factor	0.85	0.85	0.85							0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	364	286							150	1983	0
Arrive On Green	0.00	0.07	0.07							0.20	0.20	0.00
Sat Flow, veh/h	0	1870	1395							180	3335	0
Grp Volume(v), veh/h	0	174	252							1054	907	0
Grp Sat Flow(s),veh/h/ln	0	1777	1395							1813	1617	0
Q Serve(g_s), s	0.0	9.4	17.9							51.5	55.0	0.0
Cycle Q Clear(g_c), s	0.0	9.4	17.9							57.4	55.0	0.0
Prop In Lane	0.00		1.00							0.11		0.00
Lane Grp Cap(c), veh/h	0	364	286							1146	986	0
V/C Ratio(X)	0.00	0.48	0.88							0.92	0.92	0.00
Avail Cap(c_a), veh/h	0	391	307							1146	986	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							0.61	0.61	0.00
Uniform Delay (d), s/veh	0.0	41.5	45.4							38.4	37.5	0.0
Incr Delay (d2), s/veh	0.0	1.0	23.3							8.8	10.0	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	0.0	4.6	8.6							30.6	26.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.4	68.7							47.2	47.6	0.0
LnGrp LOS	A	D	E							D	D	A
Approach Vol, veh/h		426									1961	
Approach Delay, s/veh		58.0									47.4	
Approach LOS		E									D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				28.5		70.0						
Change Period (Y+Rc), s				8.0		9.0						
Max Green Setting (Gmax), s				22.0		61.0						
Max Q Clear Time (g_c+I1), s				19.9		59.4						
Green Ext Time (p_c), s				0.6		1.5						

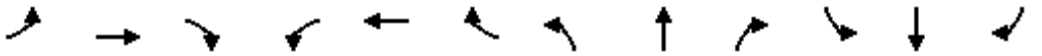
Intersection Summary												
HCM 6th Ctrl Delay			49.3									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	140	0	0	0	0	0	665	301	0	0	0
Future Volume (veh/h)	110	140	0	0	0	0	0	665	301	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	136	173	0				0	731	298			
Peak Hour Factor	0.81	0.81	0.81				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	266	314	0				0	1599	652			
Arrive On Green	0.16	0.16	0.00				0.00	0.66	0.66			
Sat Flow, veh/h	1188	2005	0				0	2522	990			
Grp Volume(v), veh/h	171	138	0				0	535	494			
Grp Sat Flow(s),veh/h/ln	1491	1617	0				0	1777	1641			
Q Serve(g_s), s	9.7	7.0	0.0				0.0	13.2	13.2			
Cycle Q Clear(g_c), s	9.7	7.0	0.0				0.0	13.2	13.2			
Prop In Lane	0.80		0.00				0.00		0.60			
Lane Grp Cap(c), veh/h	316	264	0				0	1170	1081			
V/C Ratio(X)	0.54	0.52	0.00				0.00	0.46	0.46			
Avail Cap(c_a), veh/h	436	395	0				0	1170	1081			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.54	0.54	0.00				0.00	0.85	0.85			
Uniform Delay (d), s/veh	35.6	34.4	0.0				0.0	7.5	7.5			
Incr Delay (d2), s/veh	0.8	0.9	0.0				0.0	1.1	1.2			
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	2.8	0.0				0.0	4.9	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	35.3	0.0				0.0	8.6	8.7			
LnGrp LOS	D	D	A				A	A	A			
Approach Vol, veh/h		309						1029				
Approach Delay, s/veh		35.9						8.6				
Approach LOS		D						A				

Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		67.3		22.7								
Change Period (Y+Rc), s		8.0		8.0								
Max Green Setting (Gmax), s		52.0		22.0								
Max Q Clear Time (g_c+I1), s		15.2		11.7								
Green Ext Time (p_c), s		9.3		1.3								

Intersection Summary												
HCM 6th Ctrl Delay			14.9									
HCM 6th LOS			B									



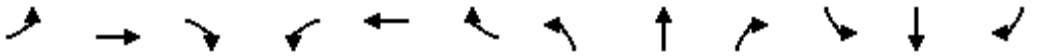
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	569	107	0	0	0	0	0	1295	60
Future Volume (veh/h)	0	0	0	569	107	0	0	0	0	0	1295	60
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.92
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				717	0	0				0	1349	56
Peak Hour Factor				0.90	0.90	0.90				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				1039	470	0				0	1767	73
Arrive On Green				0.25	0.00	0.00				0.00	0.51	0.51
Sat Flow, veh/h				3563	1870	0				0	3557	143
Grp Volume(v), veh/h				717	0	0				0	691	714
Grp Sat Flow(s),veh/h/ln				1781	1870	0				0	1777	1831
Q Serve(g_s), s				18.9	0.0	0.0				0.0	31.2	31.4
Cycle Q Clear(g_c), s				18.9	0.0	0.0				0.0	31.2	31.4
Prop In Lane				1.00		0.00				0.00		0.08
Lane Grp Cap(c), veh/h				1039	470	0				0	906	934
V/C Ratio(X)				0.69	0.00	0.00				0.00	0.76	0.77
Avail Cap(c_a), veh/h				1284	599	0				0	906	934
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.61	0.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.1	0.0	0.0				0.0	19.6	19.7
Incr Delay (d2), s/veh				1.2	0.0	0.0				0.0	6.0	6.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.3	0.0	0.0				0.0	13.9	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.3	0.0	0.0				0.0	25.7	25.6
LnGrp LOS				D	A	A				A	C	C
Approach Vol, veh/h					717						1405	
Approach Delay, s/veh					36.3						25.7	
Approach LOS					D						C	

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						60.0		33.1				
Change Period (Y+Rc), s						9.0		8.0				
Max Green Setting (Gmax), s						51.0		32.0				
Max Q Clear Time (g_c+I1), s						33.4		20.9				
Green Ext Time (p_c), s						9.9		4.3				

Intersection Summary												
HCM 6th Ctrl Delay			29.3									
HCM 6th LOS			C									

Notes

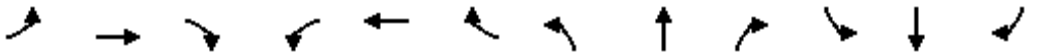
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	522	60	163	599	0	0	0	0
Future Volume (veh/h)	0	0	0	0	522	60	163	599	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.71	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				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	614	64	181	666	0			
Peak Hour Factor				0.85	0.85	0.85	0.90	0.90	0.90			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	776	80	433	1481	0			
Arrive On Green				0.00	0.25	0.25	0.19	0.19	0.00			
Sat Flow, veh/h				0	3205	322	664	2697	0			
Grp Volume(v), veh/h				0	349	329	434	413	0			
Grp Sat Flow(s),veh/h/ln				0	1777	1657	1658	1617	0			
Q Serve(g_s), s				0.0	16.5	16.7	19.0	20.4	0.0			
Cycle Q Clear(g_c), s				0.0	16.5	16.7	20.8	20.4	0.0			
Prop In Lane				0.00		0.19	0.42		0.00			
Lane Grp Cap(c), veh/h				0	443	413	997	917	0			
V/C Ratio(X)				0.00	0.79	0.80	0.44	0.45	0.00			
Avail Cap(c_a), veh/h				0	622	580	997	917	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	0.88	0.88	0.00			
Uniform Delay (d), s/veh				0.0	31.5	31.6	24.2	24.1	0.0			
Incr Delay (d2), s/veh				0.0	4.5	5.2	1.2	1.4	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				0.0	7.5	7.2	9.6	9.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	36.0	36.8	25.4	25.5	0.0			
LnGrp LOS				A	D	D	C	C	A			
Approach Vol, veh/h					678			847				
Approach Delay, s/veh					36.4			25.5				
Approach LOS					D			C				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	59.1							30.9				
Change Period (Y+Rc), s	8.0							8.5				
Max Green Setting (Gmax), s	42.0							31.5				
Max Q Clear Time (g_c+I1), s	22.8							18.7				
Green Ext Time (p_c), s	5.6							3.7				

Intersection Summary												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									



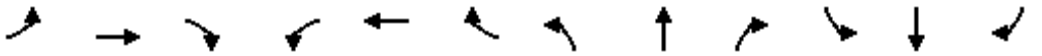
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	450	141	312	1071	7	155	14	180	23	33	98
Future Volume (veh/h)	34	450	141	312	1071	7	155	14	180	23	33	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.64	1.00		0.99	1.00		0.81	1.00		0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	529	150	351	1203	7	191	17	222	28	40	96
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.81	0.81	0.81	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	636	177	289	1400	8	275	24	474	152	218	273
Arrive On Green	0.03	0.26	0.26	0.16	0.39	0.39	0.17	0.17	0.17	0.20	0.20	0.20
Sat Flow, veh/h	1781	2414	671	1781	3622	21	1642	146	1291	755	1078	1353
Grp Volume(v), veh/h	40	387	292	351	590	620	208	0	222	68	0	96
Grp Sat Flow(s),veh/h/ln	1781	1777	1307	1781	1777	1866	1788	0	1291	1833	0	1353
Q Serve(g_s), s	3.4	31.5	32.7	25.0	46.9	47.0	16.9	0.0	21.4	4.7	0.0	9.4
Cycle Q Clear(g_c), s	3.4	31.5	32.7	25.0	46.9	47.0	16.9	0.0	21.4	4.7	0.0	9.4
Prop In Lane	1.00		0.51	1.00		0.01	0.92		1.00	0.41		1.00
Lane Grp Cap(c), veh/h	52	468	344	289	687	722	300	0	474	370	0	273
V/C Ratio(X)	0.76	0.83	0.85	1.21	0.86	0.86	0.69	0.00	0.47	0.18	0.00	0.35
Avail Cap(c_a), veh/h	579	866	637	289	687	722	581	0	677	417	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	53.4	53.8	64.5	43.4	43.4	60.3	0.0	41.7	50.9	0.0	52.8
Incr Delay (d2), s/veh	20.1	3.8	5.9	123.4	10.6	10.2	2.9	0.0	0.7	0.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	14.7	11.4	21.4	22.9	23.9	8.0	0.0	7.1	2.2	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.3	57.1	59.7	187.9	54.0	53.6	63.2	0.0	42.4	51.1	0.0	53.5
LnGrp LOS	F	E	E	F	D	D	E	A	D	D	A	D
Approach Vol, veh/h		719			1561			430			164	
Approach Delay, s/veh		60.2			83.9			52.5			52.5	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	69.5		40.6	30.5	50.5		32.3				
Change Period (Y+Rc), s	7.0	* 10		9.5	5.5	10.0		6.5				
Max Green Setting (Gmax), s	50.0	* 50		35.0	25.0	75.0		50.0				
Max Q Clear Time (g_c+I1), s	5.4	49.0		11.4	27.0	34.7		23.4				
Green Ext Time (p_c), s	0.1	0.8		0.7	0.0	5.9		2.4				

Intersection Summary			
HCM 6th Ctrl Delay		71.5	
HCM 6th LOS		E	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1222	84	59	1284	321	46	57	15	740	59	49
Future Volume (veh/h)	35	1222	84	59	1284	321	46	57	15	740	59	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1328	82	63	1381	311	55	68	16	900	0	45
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.84	0.84	0.84	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	1135	653	107	1158	965	185	151	36	1045	0	453
Arrive On Green	0.05	0.32	0.32	0.06	0.33	0.33	0.10	0.10	0.10	0.29	0.00	0.29
Sat Flow, veh/h	1781	3554	1529	1781	3554	1535	1781	1457	343	3563	0	1543
Grp Volume(v), veh/h	38	1328	82	63	1381	311	55	0	84	900	0	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1529	1781	1777	1535	1781	0	1800	1781	0	1543
Q Serve(g_s), s	1.9	30.0	3.1	3.2	30.6	9.1	2.7	0.0	4.1	22.4	0.0	2.0
Cycle Q Clear(g_c), s	1.9	30.0	3.1	3.2	30.6	9.1	2.7	0.0	4.1	22.4	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	95	1135	653	107	1158	965	185	0	187	1045	0	453
V/C Ratio(X)	0.40	1.17	0.13	0.59	1.19	0.32	0.30	0.00	0.45	0.86	0.00	0.10
Avail Cap(c_a), veh/h	284	1135	653	284	1158	965	284	0	287	1138	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	32.0	16.5	43.0	31.7	8.5	38.9	0.0	39.6	31.4	0.0	24.2
Incr Delay (d2), s/veh	1.0	86.2	0.1	1.9	95.3	0.3	0.3	0.0	0.6	6.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	25.4	1.3	1.4	27.4	5.5	1.2	0.0	1.8	10.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	118.2	16.6	44.9	126.9	8.8	39.3	0.0	40.2	38.2	0.0	24.3
LnGrp LOS	D	F	B	D	F	A	D	A	D	D	A	C
Approach Vol, veh/h		1448			1755			139			945	
Approach Delay, s/veh		110.5			103.0			39.8			37.6	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	36.0		32.5	10.0	36.6		14.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		15.0				
Max Q Clear Time (g_c+I1), s	5.2	32.0		24.4	3.9	32.6		6.1				
Green Ext Time (p_c), s	0.0	0.0		2.6	0.0	0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		89.1	
HCM 6th LOS		F	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	143.6

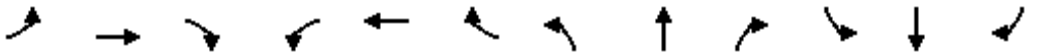
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1750	94	23	1291	0	414
Future Vol, veh/h	1750	94	23	1291	0	414
Conflicting Peds, #/hr	0	8	8	0	0	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1823	98	25	1403	0	714

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1831	0	-	928
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	0	329	-	0	~ 270
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	326	-	-	~ 266
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 797.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	266	-	326	-
HCM Lane V/C Ratio	2.683	-	0.077	-
HCM Control Delay (s)	$ 797.1	-	17	-
HCM Lane LOS	F	-	C	-
HCM 95th %tile Q(veh)	60.4	-	0.2	-

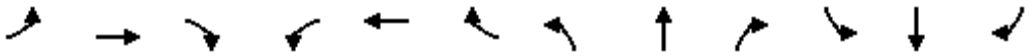
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



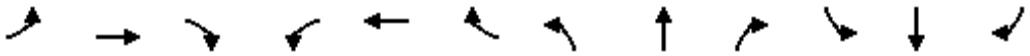
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	11	395	30	0	0	0	0	106	938	14
Future Volume (veh/h)	0	6	11	395	30	0	0	0	0	106	938	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	10	16	439	33	0				115	1020	14
Peak Hour Factor	0.61	0.61	0.61	0.90	0.90	0.90				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	173	277	408	25	0				199	1854	27
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	641	1026	1254	94	0				355	3310	47
Grp Volume(v), veh/h	0	0	26	472	0	0				600	0	549
Grp Sat Flow(s),veh/h/ln	0	0	1667	1349	0	0				1853	0	1860
Q Serve(g_s), s	0.0	0.0	1.2	25.8	0.0	0.0				29.6	0.0	26.6
Cycle Q Clear(g_c), s	0.0	0.0	1.2	27.0	0.0	0.0				29.6	0.0	26.6
Prop In Lane	0.00		0.62	0.93		0.00				0.19		0.03
Lane Grp Cap(c), veh/h	0	0	450	434	0	0				1037	0	1042
V/C Ratio(X)	0.00	0.00	0.06	1.09	0.00	0.00				0.58	0.00	0.53
Avail Cap(c_a), veh/h	0	0	450	434	0	0				1037	0	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.70	0.00	0.00				0.89	0.00	0.89
Uniform Delay (d), s/veh	0.0	0.0	27.1	39.1	0.0	0.0				30.0	0.0	28.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	62.6	0.0	0.0				2.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	18.4	0.0	0.0				15.2	0.0	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	27.1	101.8	0.0	0.0				32.1	0.0	30.5
LnGrp LOS	A	A	C	F	A	A				C	A	C
Approach Vol, veh/h		26			472						1149	
Approach Delay, s/veh		27.1			101.8						31.3	
Approach LOS		C			F						C	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				35.0		65.0		35.0				
Change Period (Y+Rc), s				8.0		9.0		8.0				
Max Green Setting (Gmax), s				27.0		56.0		27.0				
Max Q Clear Time (g_c+I1), s				3.2		31.6		29.0				
Green Ext Time (p_c), s				0.1		9.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			51.4									
HCM 6th LOS			D									



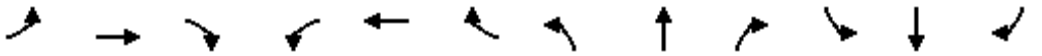
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	86	0	0	49	91	369	1695	44	0	0	0
Future Volume (veh/h)	44	86	0	0	49	91	369	1695	44	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.89		1.00	1.00		0.80	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	47	92	0	0	53	89	373	1712	40			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	88	150	0	0	91	153	420	2044	50			
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	0.68	0.68	0.68			
Sat Flow, veh/h	238	885	0	0	538	903	617	3003	73			
Grp Volume(v), veh/h	139	0	0	0	0	142	1113	0	1012			
Grp Sat Flow(s),veh/h/ln	1123	0	0	0	0	1441	1840	0	1853			
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	9.1	48.9	0.0	38.4			
Cycle Q Clear(g_c), s	13.2	0.0	0.0	0.0	0.0	9.1	48.9	0.0	38.4			
Prop In Lane	0.34		0.00	0.00		0.63	0.34		0.04			
Lane Grp Cap(c), veh/h	238	0	0	0	0	244	1252	0	1261			
V/C Ratio(X)	0.58	0.00	0.00	0.00	0.00	0.58	0.89	0.00	0.80			
Avail Cap(c_a), veh/h	475	0	0	0	0	468	1252	0	1261			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.39	0.00	0.39			
Uniform Delay (d), s/veh	39.6	0.0	0.0	0.0	0.0	38.3	12.9	0.0	11.2			
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.0	0.0	2.2	4.1	0.0	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	0.0	0.0	3.4	18.9	0.0	14.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	0.0	0.0	0.0	40.5	17.0	0.0	13.4			
LnGrp LOS	D	A	A	A	A	D	B	A	B			
Approach Vol, veh/h		139			142			2125				
Approach Delay, s/veh		41.9			40.5			15.3				
Approach LOS		D			D			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		75.6		24.4				24.4				
Change Period (Y+Rc), s		7.5		7.5				7.5				
Max Green Setting (Gmax), s		52.5		32.5				32.5				
Max Q Clear Time (g_c+I1), s		50.9		15.2				11.1				
Green Ext Time (p_c), s		1.6		0.7				0.9				
Intersection Summary												
HCM 6th Ctrl Delay			18.3									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	99	123	0	0	0	0	0	0	108	981	0
Future Volume (veh/h)	0	99	123	0	0	0	0	0	0	108	981	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90							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	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	116	131							114	1033	0
Peak Hour Factor	0.85	0.85	0.85							0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	252	203							226	1886	0
Arrive On Green	0.00	0.05	0.05							0.20	0.20	0.00
Sat Flow, veh/h	0	1870	1431							300	3176	0
Grp Volume(v), veh/h	0	116	131							603	544	0
Grp Sat Flow(s),veh/h/ln	0	1777	1431							1774	1617	0
Q Serve(g_s), s	0.0	6.4	9.0							24.2	30.2	0.0
Cycle Q Clear(g_c), s	0.0	6.4	9.0							30.3	30.2	0.0
Prop In Lane	0.00		1.00							0.19		0.00
Lane Grp Cap(c), veh/h	0	252	203							1125	986	0
V/C Ratio(X)	0.00	0.46	0.65							0.54	0.55	0.00
Avail Cap(c_a), veh/h	0	391	315							1125	986	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							0.87	0.87	0.00
Uniform Delay (d), s/veh	0.0	43.9	45.2							27.6	27.7	0.0
Incr Delay (d2), s/veh	0.0	1.3	3.4							1.6	1.9	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	0.0	3.0	3.6							14.9	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.2	48.6							29.2	29.6	0.0
LnGrp LOS	A	D	D							C	C	A
Approach Vol, veh/h		247									1147	
Approach Delay, s/veh		47.0									29.4	
Approach LOS		D									C	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				22.2		70.0						
Change Period (Y+Rc), s				8.0		9.0						
Max Green Setting (Gmax), s				22.0		61.0						
Max Q Clear Time (g_c+I1), s				11.0		32.3						
Green Ext Time (p_c), s				1.1		9.6						

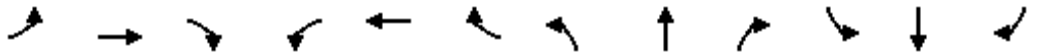
Intersection Summary												
HCM 6th Ctrl Delay			32.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	98	0	0	0	0	0	1267	568	0	0	0
Future Volume (veh/h)	92	98	0	0	0	0	0	1267	568	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	108	115	0				0	1280	516			
Peak Hour Factor	0.85	0.85	0.85				0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	240	252	0				0	1742	658			
Arrive On Green	0.14	0.14	0.00				0.00	0.70	0.70			
Sat Flow, veh/h	1259	1911	0				0	2574	937			
Grp Volume(v), veh/h	126	97	0				0	893	903			
Grp Sat Flow(s),veh/h/ln	1468	1617	0				0	1777	1640			
Q Serve(g_s), s	8.1	5.5	0.0				0.0	30.1	36.5			
Cycle Q Clear(g_c), s	8.1	5.5	0.0				0.0	30.1	36.5			
Prop In Lane	0.86		0.00				0.00		0.57			
Lane Grp Cap(c), veh/h	269	223	0				0	1248	1152			
V/C Ratio(X)	0.47	0.44	0.00				0.00	0.72	0.78			
Avail Cap(c_a), veh/h	390	356	0				0	1248	1152			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00				0.00	0.36	0.36			
Uniform Delay (d), s/veh	40.7	39.5	0.0				0.0	8.9	9.9			
Incr Delay (d2), s/veh	1.0	1.1	0.0				0.0	1.3	2.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.0	2.3	0.0				0.0	10.5	11.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	40.6	0.0				0.0	10.2	11.9			
LnGrp LOS	D	D	A				A	B	B			
Approach Vol, veh/h		223						1796				
Approach Delay, s/veh		41.2						11.0				
Approach LOS		D						B				

Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		78.2		21.8								
Change Period (Y+Rc), s		8.0		8.0								
Max Green Setting (Gmax), s		62.0		22.0								
Max Q Clear Time (g_c+I1), s		38.5		10.1								
Green Ext Time (p_c), s		16.4		0.9								

Intersection Summary												
HCM 6th Ctrl Delay			14.4									
HCM 6th LOS			B									



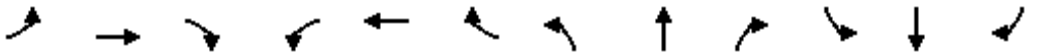
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	271	237	0	0	0	0	0	767	76
Future Volume (veh/h)	0	0	0	271	237	0	0	0	0	0	767	76
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				318	326	0				0	799	71
Peak Hour Factor				0.80	0.80	0.80				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				485	434	0				0	1512	134
Arrive On Green				0.23	0.23	0.00				0.00	0.46	0.46
Sat Flow, veh/h				1781	1870	0				0	3380	292
Grp Volume(v), veh/h				318	326	0				0	432	438
Grp Sat Flow(s),veh/h/ln				1781	1870	0				0	1777	1802
Q Serve(g_s), s				16.7	16.2	0.0				0.0	17.3	17.4
Cycle Q Clear(g_c), s				16.7	16.2	0.0				0.0	17.3	17.4
Prop In Lane				1.00		0.00				0.00		0.16
Lane Grp Cap(c), veh/h				485	434	0				0	817	829
V/C Ratio(X)				0.66	0.75	0.00				0.00	0.53	0.53
Avail Cap(c_a), veh/h				731	692	0				0	817	829
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.67	0.67	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.9	35.7	0.0				0.0	19.3	19.3
Incr Delay (d2), s/veh				2.2	3.8	0.0				0.0	2.4	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.5	7.8	0.0				0.0	7.6	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.1	39.5	0.0				0.0	21.7	21.7
LnGrp LOS				D	D	A				A	C	C
Approach Vol, veh/h					644						870	
Approach Delay, s/veh					38.8						21.7	
Approach LOS					D						C	

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						55.0		31.2				
Change Period (Y+Rc), s						9.0		8.0				
Max Green Setting (Gmax), s						46.0		37.0				
Max Q Clear Time (g_c+I1), s						19.4		18.7				
Green Ext Time (p_c), s						6.6		4.5				

Intersection Summary		
HCM 6th Ctrl Delay	29.0	
HCM 6th LOS	C	

Notes

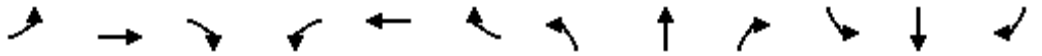
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	274	75	234	1185	0	0	0	0
Future Volume (veh/h)	0	0	0	0	274	75	234	1185	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.92	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				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	326	79	260	1317	0			
Peak Hour Factor				0.84	0.84	0.84	0.90	0.90	0.90			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	454	108	407	1872	0			
Arrive On Green				0.00	0.16	0.16	0.22	0.22	0.00			
Sat Flow, veh/h				0	2891	663	534	2867	0			
Grp Volume(v), veh/h				0	204	201	827	750	0			
Grp Sat Flow(s),veh/h/ln				0	1777	1684	1700	1617	0			
Q Serve(g_s), s				0.0	10.9	11.3	45.1	42.6	0.0			
Cycle Q Clear(g_c), s				0.0	10.9	11.3	45.1	42.6	0.0			
Prop In Lane				0.00		0.39	0.31		0.00			
Lane Grp Cap(c), veh/h				0	288	273	1191	1088	0			
V/C Ratio(X)				0.00	0.71	0.73	0.69	0.69	0.00			
Avail Cap(c_a), veh/h				0	560	530	1191	1088	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	0.51	0.51	0.00			
Uniform Delay (d), s/veh				0.0	39.7	39.8	30.3	29.3	0.0			
Incr Delay (d2), s/veh				0.0	3.2	3.8	1.7	1.8	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				0.0	5.0	5.0	21.0	18.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	42.9	43.6	32.0	31.1	0.0			
LnGrp LOS				A	D	D	C	C	A			
Approach Vol, veh/h					405			1577				
Approach Delay, s/veh					43.2			31.6				
Approach LOS					D			C				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	75.3							24.7				
Change Period (Y+Rc), s	8.0							8.5				
Max Green Setting (Gmax), s	52.0							31.5				
Max Q Clear Time (g_c+I1), s	47.1							13.3				
Green Ext Time (p_c), s	3.9							2.4				

Intersection Summary		
HCM 6th Ctrl Delay		34.0
HCM 6th LOS		C



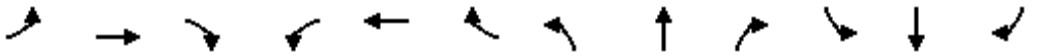
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1171	23	35	779	32	41	10	51	22	3	58
Future Volume (veh/h)	65	1171	23	35	779	32	41	10	51	22	3	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	1246	22	37	829	31	93	23	93	31	4	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.44	0.44	0.44	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1569	28	70	1437	54	136	34	205	152	20	144
Arrive On Green	0.05	0.44	0.44	0.04	0.41	0.41	0.09	0.09	0.09	0.10	0.10	0.10
Sat Flow, veh/h	1781	3570	63	1781	3489	130	1442	357	1506	1586	205	1505
Grp Volume(v), veh/h	69	620	648	37	422	438	116	0	93	35	0	64
Grp Sat Flow(s),veh/h/ln	1781	1777	1856	1781	1777	1843	1798	0	1506	1791	0	1505
Q Serve(g_s), s	3.6	28.6	28.6	1.9	17.4	17.4	5.9	0.0	5.4	1.7	0.0	3.8
Cycle Q Clear(g_c), s	3.6	28.6	28.6	1.9	17.4	17.4	5.9	0.0	5.4	1.7	0.0	3.8
Prop In Lane	1.00		0.03	1.00		0.07	0.80		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	91	781	816	70	732	759	170	0	205	171	0	144
V/C Ratio(X)	0.76	0.79	0.79	0.53	0.58	0.58	0.68	0.00	0.45	0.20	0.00	0.45
Avail Cap(c_a), veh/h	936	1400	1463	468	934	968	945	0	854	659	0	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.6	23.0	23.0	44.8	21.6	21.6	41.7	0.0	38.0	39.7	0.0	40.6
Incr Delay (d2), s/veh	11.9	1.9	1.8	6.0	0.7	0.7	4.8	0.0	1.6	0.6	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	11.6	12.1	1.0	7.0	7.3	2.9	0.0	2.1	0.8	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	24.8	24.8	50.9	22.3	22.3	46.5	0.0	39.6	40.3	0.0	42.8
LnGrp LOS	E	C	C	D	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1337			897			209			99	
Approach Delay, s/veh		26.4			23.5			43.4			41.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	49.2		18.6	9.2	51.8		15.5				
Change Period (Y+Rc), s	7.0	* 10		9.5	5.5	10.0		6.5				
Max Green Setting (Gmax), s	50.0	* 50		35.0	25.0	75.0		50.0				
Max Q Clear Time (g_c+I1), s	5.6	19.4		5.8	3.9	30.6		7.9				
Green Ext Time (p_c), s	0.2	5.9		0.4	0.1	11.2		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		27.4	
HCM 6th LOS		C	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	16	8	736	24	262	16	1352	1103	517	1046	40
Future Volume (veh/h)	16	16	8	736	24	262	16	1352	1103	517	1046	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	23	10	818	27	278	17	1438	1056	556	1125	34
Peak Hour Factor	0.71	0.71	0.71	0.90	0.90	0.90	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	48	21	882	510	432	216	2111	1060	465	2121	643
Arrive On Green	0.02	0.04	0.04	0.26	0.27	0.27	0.12	0.41	0.41	0.13	0.42	0.42
Sat Flow, veh/h	1781	1221	531	3456	1870	1585	1781	5106	1584	3456	5106	1549
Grp Volume(v), veh/h	23	0	33	818	27	278	17	1438	1056	556	1125	34
Grp Sat Flow(s),veh/h/ln	1781	0	1751	1728	1870	1585	1781	1702	1584	1728	1702	1549
Q Serve(g_s), s	1.7	0.0	2.4	30.0	1.4	20.1	1.1	29.9	53.7	17.5	21.5	1.4
Cycle Q Clear(g_c), s	1.7	0.0	2.4	30.0	1.4	20.1	1.1	29.9	53.7	17.5	21.5	1.4
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	0	68	882	510	432	216	2111	1060	465	2121	643
V/C Ratio(X)	0.60	0.00	0.48	0.93	0.05	0.64	0.08	0.68	1.00	1.20	0.53	0.05
Avail Cap(c_a), veh/h	267	0	114	1050	510	432	216	2111	1060	465	2121	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.0	0.0	61.2	47.2	34.9	41.7	50.7	31.1	21.4	56.2	28.5	15.4
Incr Delay (d2), s/veh	5.3	0.0	2.0	1.3	0.0	0.2	0.1	1.8	26.9	107.2	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.1	12.7	0.6	7.7	0.5	11.8	34.5	14.2	8.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.4	0.0	63.2	48.5	34.9	41.9	50.8	32.9	48.3	163.5	29.4	15.6
LnGrp LOS	E	A	E	D	C	D	D	C	D	F	C	B
Approach Vol, veh/h		56			1123			2511			1715	
Approach Delay, s/veh		65.3			46.6			39.5			72.6	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	59.7	37.7	10.6	21.7	60.0	7.3	40.9
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	17.5	44.0	39.5	8.5	7.5	* 54	19.5	28.5
Max Q Clear Time (g_c+I1), s	19.5	55.7	32.0	4.4	3.1	23.5	3.7	22.1
Green Ext Time (p_c), s	0.0	0.0	1.2	0.0	0.0	4.9	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

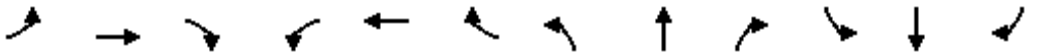
User approved pedestrian interval to be less than phase max green.

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

Appendix F
Peak Hour Intersection Capacity Worksheets
Near-Term Year 2024 Base with Project Conditions

1: Dove Tail Drive/Melrose Drive & San Elijo Road

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	813	24	35	1197	972	99	176	32	479	36	20
Future Volume (veh/h)	87	813	24	35	1197	972	99	176	32	479	36	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	884	24	38	1287	941	110	196	33	691	0	22
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1224	755	83	1116	870	260	226	38	866	0	382
Arrive On Green	0.08	0.34	0.34	0.05	0.31	0.31	0.15	0.15	0.15	0.24	0.00	0.24
Sat Flow, veh/h	1781	3554	1521	1781	3554	1544	1781	1552	261	3563	0	1569
Grp Volume(v), veh/h	95	884	24	38	1287	941	110	0	229	691	0	22
Grp Sat Flow(s),veh/h/ln	1781	1777	1521	1781	1777	1544	1781	0	1813	1781	0	1569
Q Serve(g_s), s	5.0	20.7	0.8	2.0	30.0	30.0	5.4	0.0	11.8	17.4	0.0	1.0
Cycle Q Clear(g_c), s	5.0	20.7	0.8	2.0	30.0	30.0	5.4	0.0	11.8	17.4	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	137	1224	755	83	1116	870	260	0	265	866	0	382
V/C Ratio(X)	0.69	0.72	0.03	0.46	1.15	1.08	0.42	0.00	0.87	0.80	0.00	0.06
Avail Cap(c_a), veh/h	280	1224	755	280	1116	870	280	0	285	1119	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	27.3	12.6	44.4	32.8	16.0	37.1	0.0	39.9	33.9	0.0	27.7
Incr Delay (d2), s/veh	2.3	2.3	0.0	1.5	79.5	54.8	0.4	0.0	20.9	3.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	8.5	0.3	0.9	24.2	33.2	2.3	0.0	6.7	7.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	29.6	12.6	45.8	112.2	70.8	37.5	0.0	60.8	37.6	0.0	27.8
LnGrp LOS	D	C	B	D	F	F	D	A	E	D	A	C
Approach Vol, veh/h		1003			2266			339			713	
Approach Delay, s/veh		30.7			93.9			53.2			37.3	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	38.9		28.2	12.4	36.0		18.9				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		15.0				
Max Q Clear Time (g_c+I1), s	4.0	22.7		19.4	7.0	32.0		13.8				
Green Ext Time (p_c), s	0.0	4.0		3.1	0.1	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay	66.7	
HCM 6th LOS	E	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1063	336	91	2122	0	86
Future Vol, veh/h	1063	336	91	2122	0	86
Conflicting Peds, #/hr	0	8	8	0	0	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	91	91	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1363	431	100	2332	0	344

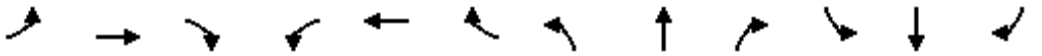
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1371	0	-	698
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	0	497	-	0	383
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	493	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	60.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	377	-	493	-
HCM Lane V/C Ratio	0.912	-	0.203	-
HCM Control Delay (s)	60.5	-	14.2	-
HCM Lane LOS	F	-	B	-
HCM 95th %tile Q(veh)	9.5	-	0.8	-

3: San Elijo Road SB & Cooke Street/Baker Street

AM Peak Hour



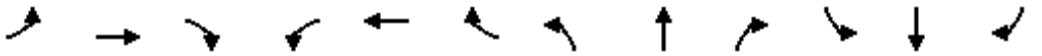
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	9	67	259	16	0	0	0	0	26	1903	7
Future Volume (veh/h)	0	9	67	259	16	0	0	0	0	26	1903	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		1.00				1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	15	99	425	26	0				27	1942	6
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	45	299	262	12	0				30	2242	7
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	206	1357	874	53	0				49	3675	12
Grp Volume(v), veh/h	0	0	114	451	0	0				1034	0	941
Grp Sat Flow(s),veh/h/ln	0	0	1563	928	0	0				1868	0	1868
Q Serve(g_s), s	0.0	0.0	6.1	15.9	0.0	0.0				54.1	0.0	48.3
Cycle Q Clear(g_c), s	0.0	0.0	6.1	22.0	0.0	0.0				54.1	0.0	48.3
Prop In Lane	0.00		0.87	0.94		0.00				0.03		0.01
Lane Grp Cap(c), veh/h	0	0	344	274	0	0				1139	0	1139
V/C Ratio(X)	0.00	0.00	0.33	1.65	0.00	0.00				0.91	0.00	0.83
Avail Cap(c_a), veh/h	0	0	344	274	0	0				1139	0	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.70	0.00	0.00				0.36	0.00	0.36
Uniform Delay (d), s/veh	0.0	0.0	32.8	44.1	0.0	0.0				37.2	0.0	34.9
Incr Delay (d2), s/veh	0.0	0.0	0.2	302.0	0.0	0.0				5.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.4	29.9	0.0	0.0				28.5	0.0	24.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	33.0	346.1	0.0	0.0				42.2	0.0	37.5
LnGrp LOS	A	A	C	F	A	A				D	A	D
Approach Vol, veh/h		114			451						1975	
Approach Delay, s/veh		33.0			346.1						39.9	
Approach LOS		C			F						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		30.0		70.0		30.0						
Change Period (Y+Rc), s		8.0		9.0		8.0						
Max Green Setting (Gmax), s		22.0		61.0		22.0						
Max Q Clear Time (g_c+I1), s		8.1		56.1		24.0						
Green Ext Time (p_c), s		0.3		4.4		0.0						

Intersection Summary												
HCM 6th Ctrl Delay		94.0										
HCM 6th LOS		F										

4: San Elijo Road NB & Baker Street

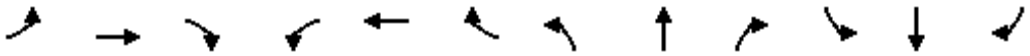
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	19	0	0	120	25	119	935	21	0	0	0
Future Volume (veh/h)	22	19	0	0	120	25	119	935	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	26	22	0	0	171	32	140	1100	23			
Peak Hour Factor	0.85	0.85	0.85	0.70	0.70	0.70	0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	103	70	0	0	244	46	264	2179	48			
Arrive On Green	0.16	0.16	0.00	0.00	0.16	0.16	0.67	0.67	0.67			
Sat Flow, veh/h	256	433	0	0	1512	283	392	3243	71			
Grp Volume(v), veh/h	48	0	0	0	0	203	661	0	602			
Grp Sat Flow(s),veh/h/ln	689	0	0	0	0	1795	1851	0	1855			
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	9.6	16.4	0.0	14.2			
Cycle Q Clear(g_c), s	10.3	0.0	0.0	0.0	0.0	9.6	16.4	0.0	14.2			
Prop In Lane	0.54		0.00	0.00		0.16	0.21		0.04			
Lane Grp Cap(c), veh/h	173	0	0	0	0	290	1243	0	1246			
V/C Ratio(X)	0.28	0.00	0.00	0.00	0.00	0.70	0.53	0.00	0.48			
Avail Cap(c_a), veh/h	374	0	0	0	0	549	1243	0	1246			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.9	0.0	0.0	0.0	0.0	35.7	7.5	0.0	7.2			
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	3.1	1.6	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.0	4.4	6.3	0.0	5.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	0.0	0.0	0.0	38.7	9.2	0.0	8.5			
LnGrp LOS	C	A	A	A	A	D	A	A	A			
Approach Vol, veh/h		48			203			1263				
Approach Delay, s/veh		34.7			38.7			8.9				
Approach LOS		C			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		68.0		22.0				22.0				
Change Period (Y+Rc), s		7.5		7.5				7.5				
Max Green Setting (Gmax), s		47.5		27.5				27.5				
Max Q Clear Time (g_c+I1), s		18.4		12.3				11.6				
Green Ext Time (p_c), s		11.2		0.1				1.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									

5: San Elijo Road SB & Elfin Forest Road EB

AM Peak Hour



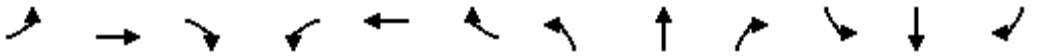
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	148	238	0	0	0	0	0	0	109	1743	0
Future Volume (veh/h)	0	148	238	0	0	0	0	0	0	109	1743	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	174	252							116	1854	0
Peak Hour Factor	0.85	0.85	0.85							0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	364	286							149	1983	0
Arrive On Green	0.00	0.07	0.07							0.20	0.20	0.00
Sat Flow, veh/h	0	1870	1395							179	3336	0
Grp Volume(v), veh/h	0	174	252							1058	912	0
Grp Sat Flow(s),veh/h/ln	0	1777	1395							1813	1617	0
Q Serve(g_s), s	0.0	9.4	17.9							51.8	55.3	0.0
Cycle Q Clear(g_c), s	0.0	9.4	17.9							57.7	55.3	0.0
Prop In Lane	0.00		1.00							0.11		0.00
Lane Grp Cap(c), veh/h	0	364	286							1146	986	0
V/C Ratio(X)	0.00	0.48	0.88							0.92	0.92	0.00
Avail Cap(c_a), veh/h	0	391	307							1146	986	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							0.61	0.61	0.00
Uniform Delay (d), s/veh	0.0	41.5	45.4							38.5	37.7	0.0
Incr Delay (d2), s/veh	0.0	1.0	23.3							9.1	10.4	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	0.0	4.6	8.6							30.8	26.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.4	68.7							47.7	48.1	0.0
LnGrp LOS	A	D	E							D	D	A
Approach Vol, veh/h		426									1970	
Approach Delay, s/veh		58.0									47.9	
Approach LOS		E									D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				28.5		70.0						
Change Period (Y+Rc), s				8.0		9.0						
Max Green Setting (Gmax), s				22.0		61.0						
Max Q Clear Time (g_c+I1), s				19.9		59.7						
Green Ext Time (p_c), s				0.6		1.2						

Intersection Summary												
HCM 6th Ctrl Delay			49.7									
HCM 6th LOS			D									

6: San Elijo Road NB & Elfin Forest Road EB

AM Peak Hour



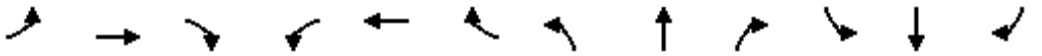
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	140	0	0	0	0	0	685	301	0	0	0
Future Volume (veh/h)	110	140	0	0	0	0	0	685	301	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	136	173	0				0	753	298			
Peak Hour Factor	0.81	0.81	0.81				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	266	314	0				0	1615	639			
Arrive On Green	0.16	0.16	0.00				0.00	0.66	0.66			
Sat Flow, veh/h	1188	2005	0				0	2546	970			
Grp Volume(v), veh/h	171	138	0				0	545	506			
Grp Sat Flow(s),veh/h/ln	1491	1617	0				0	1777	1646			
Q Serve(g_s), s	9.7	7.0	0.0				0.0	13.6	13.6			
Cycle Q Clear(g_c), s	9.7	7.0	0.0				0.0	13.6	13.6			
Prop In Lane	0.80		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	316	264	0				0	1170	1084			
V/C Ratio(X)	0.54	0.52	0.00				0.00	0.47	0.47			
Avail Cap(c_a), veh/h	436	395	0				0	1170	1084			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.54	0.54	0.00				0.00	0.82	0.82			
Uniform Delay (d), s/veh	35.6	34.4	0.0				0.0	7.6	7.6			
Incr Delay (d2), s/veh	0.8	0.9	0.0				0.0	1.1	1.2			
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	2.8	0.0				0.0	5.0	4.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	35.3	0.0				0.0	8.7	8.8			
LnGrp LOS	D	D	A				A	A	A			
Approach Vol, veh/h		309						1051				
Approach Delay, s/veh		35.9						8.7				
Approach LOS		D						A				

Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		67.3		22.7								
Change Period (Y+Rc), s		8.0		8.0								
Max Green Setting (Gmax), s		52.0		22.0								
Max Q Clear Time (g_c+I1), s		15.6		11.7								
Green Ext Time (p_c), s		9.5		1.3								

Intersection Summary												
HCM 6th Ctrl Delay			14.9									
HCM 6th LOS			B									

7: San Elijo Road SB & Elfin Forest Road WB

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	569	107	0	0	0	0	0	1304	60
Future Volume (veh/h)	0	0	0	569	107	0	0	0	0	0	1304	60
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.92
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				717	0	0				0	1358	56
Peak Hour Factor				0.90	0.90	0.90				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				1039	470	0				0	1767	73
Arrive On Green				0.25	0.00	0.00				0.00	0.51	0.51
Sat Flow, veh/h				3563	1870	0				0	3559	143
Grp Volume(v), veh/h				717	0	0				0	695	719
Grp Sat Flow(s),veh/h/ln				1781	1870	0				0	1777	1831
Q Serve(g_s), s				18.9	0.0	0.0				0.0	31.5	31.7
Cycle Q Clear(g_c), s				18.9	0.0	0.0				0.0	31.5	31.7
Prop In Lane				1.00		0.00				0.00		0.08
Lane Grp Cap(c), veh/h				1039	470	0				0	906	934
V/C Ratio(X)				0.69	0.00	0.00				0.00	0.77	0.77
Avail Cap(c_a), veh/h				1284	599	0				0	906	934
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.61	0.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.1	0.0	0.0				0.0	19.7	19.8
Incr Delay (d2), s/veh				1.2	0.0	0.0				0.0	6.2	6.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.3	0.0	0.0				0.0	14.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.3	0.0	0.0				0.0	25.9	25.9
LnGrp LOS				D	A	A				A	C	C
Approach Vol, veh/h					717						1414	
Approach Delay, s/veh					36.3						25.9	
Approach LOS					D						C	

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						60.0		33.1				
Change Period (Y+Rc), s						9.0		8.0				
Max Green Setting (Gmax), s						51.0		32.0				
Max Q Clear Time (g_c+I1), s						33.7		20.9				
Green Ext Time (p_c), s						9.8		4.3				

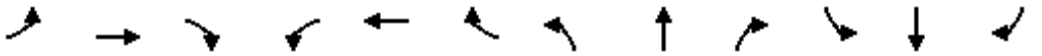
Intersection Summary		
HCM 6th Ctrl Delay	29.4	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

8: San Elijo Road NB & Elfin Forest Road WB

AM Peak Hour



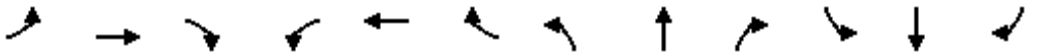
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	522	60	163	619	0	0	0	0
Future Volume (veh/h)	0	0	0	0	522	60	163	619	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.71	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	614	64	181	688	0			
Peak Hour Factor				0.85	0.85	0.85	0.90	0.90	0.90			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	776	80	424	1493	0			
Arrive On Green				0.00	0.25	0.25	0.19	0.19	0.00			
Sat Flow, veh/h				0	3205	322	648	2717	0			
Grp Volume(v), veh/h				0	349	329	446	423	0			
Grp Sat Flow(s),veh/h/ln				0	1777	1657	1663	1617	0			
Q Serve(g_s), s				0.0	16.5	16.7	19.6	20.9	0.0			
Cycle Q Clear(g_c), s				0.0	16.5	16.7	21.4	20.9	0.0			
Prop In Lane				0.00		0.19	0.41		0.00			
Lane Grp Cap(c), veh/h				0	443	413	1000	917	0			
V/C Ratio(X)				0.00	0.79	0.80	0.45	0.46	0.00			
Avail Cap(c_a), veh/h				0	622	580	1000	917	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	0.88	0.88	0.00			
Uniform Delay (d), s/veh				0.0	31.5	31.6	24.4	24.3	0.0			
Incr Delay (d2), s/veh				0.0	4.5	5.2	1.3	1.5	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				0.0	7.5	7.2	9.9	9.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	36.0	36.8	25.7	25.8	0.0			
LnGrp LOS				A	D	D	C	C	A			
Approach Vol, veh/h					678			869				
Approach Delay, s/veh					36.4			25.8				
Approach LOS					D			C				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	59.1							30.9				
Change Period (Y+Rc), s	8.0							8.5				
Max Green Setting (Gmax), s	42.0							31.5				
Max Q Clear Time (g_c+I1), s	23.4							18.7				
Green Ext Time (p_c), s	5.7							3.7				

Intersection Summary		
HCM 6th Ctrl Delay	30.4	
HCM 6th LOS	C	

9: Schoolhouse Way & San Elijo Road

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	465	146	312	1078	7	157	14	180	23	33	98
Future Volume (veh/h)	34	465	146	312	1078	7	157	14	180	23	33	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.65	1.00		0.99	1.00		0.81	1.00		0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	547	156	351	1211	7	194	17	222	28	40	96
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.81	0.81	0.81	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	653	183	285	1417	8	276	24	471	151	216	270
Arrive On Green	0.03	0.27	0.27	0.16	0.39	0.39	0.17	0.17	0.17	0.20	0.20	0.20
Sat Flow, veh/h	1781	2417	678	1781	3622	21	1644	144	1292	755	1078	1351
Grp Volume(v), veh/h	40	400	303	351	594	624	211	0	222	68	0	96
Grp Sat Flow(s),veh/h/ln	1781	1777	1318	1781	1777	1866	1788	0	1292	1833	0	1351
Q Serve(g_s), s	3.5	33.0	34.0	25.0	47.7	47.7	17.4	0.0	21.8	4.8	0.0	9.5
Cycle Q Clear(g_c), s	3.5	33.0	34.0	25.0	47.7	47.7	17.4	0.0	21.8	4.8	0.0	9.5
Prop In Lane	1.00		0.51	1.00		0.01	0.92		1.00	0.41		1.00
Lane Grp Cap(c), veh/h	52	480	356	285	695	730	300	0	471	367	0	270
V/C Ratio(X)	0.76	0.83	0.85	1.23	0.85	0.85	0.70	0.00	0.47	0.19	0.00	0.36
Avail Cap(c_a), veh/h	571	854	634	285	695	730	573	0	668	411	0	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	75.2	53.6	54.0	65.5	43.4	43.4	61.3	0.0	42.5	51.8	0.0	53.7
Incr Delay (d2), s/veh	20.1	3.8	5.8	130.1	10.2	9.7	3.0	0.0	0.7	0.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	15.4	12.0	21.8	23.1	24.2	8.2	0.0	7.2	2.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.3	57.5	59.8	195.6	53.6	53.1	64.3	0.0	43.3	52.1	0.0	54.5
LnGrp LOS	F	E	E	F	D	D	E	A	D	D	A	D
Approach Vol, veh/h		743			1569			433			164	
Approach Delay, s/veh		60.4			85.2			53.5			53.5	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	71.0		40.7	30.5	52.1		32.7				
Change Period (Y+Rc), s	7.0	* 10		9.5	5.5	10.0		6.5				
Max Green Setting (Gmax), s	50.0	* 50		35.0	25.0	75.0		50.0				
Max Q Clear Time (g_c+I1), s	5.5	49.7		11.5	27.0	36.0		23.8				
Green Ext Time (p_c), s	0.1	0.2		0.7	0.0	6.1		2.4				

Intersection Summary			
HCM 6th Ctrl Delay		72.4	
HCM 6th LOS		E	

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1380	7	0	2216	0	10
Future Vol, veh/h	1380	7	0	2216	0	10
Conflicting Peds, #/hr	0	0	1	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	1500	8	0	2409	0	11

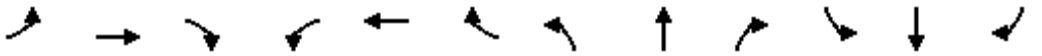
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	754
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	352
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	352	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-
HCM Control Delay (s)	15.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

1: Dove Tail Drive/Melrose Drive & San Elijo Road

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1258	84	59	1299	322	46	57	15	743	59	49
Future Volume (veh/h)	35	1258	84	59	1299	322	46	57	15	743	59	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1367	82	63	1397	312	55	68	16	903	0	45
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.84	0.84	0.84	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	1134	652	107	1158	966	184	151	36	1046	0	453
Arrive On Green	0.05	0.32	0.32	0.06	0.33	0.33	0.10	0.10	0.10	0.29	0.00	0.29
Sat Flow, veh/h	1781	3554	1529	1781	3554	1535	1781	1457	343	3563	0	1543
Grp Volume(v), veh/h	38	1367	82	63	1397	312	55	0	84	903	0	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1529	1781	1777	1535	1781	0	1800	1781	0	1543
Q Serve(g_s), s	1.9	30.0	3.1	3.2	30.6	9.1	2.7	0.0	4.1	22.5	0.0	2.0
Cycle Q Clear(g_c), s	1.9	30.0	3.1	3.2	30.6	9.1	2.7	0.0	4.1	22.5	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	95	1134	652	107	1158	966	184	0	186	1046	0	453
V/C Ratio(X)	0.40	1.21	0.13	0.59	1.21	0.32	0.30	0.00	0.45	0.86	0.00	0.10
Avail Cap(c_a), veh/h	284	1134	652	284	1158	966	284	0	287	1137	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	32.0	16.5	43.0	31.7	8.5	39.0	0.0	39.6	31.4	0.0	24.1
Incr Delay (d2), s/veh	1.0	100.9	0.1	1.9	101.4	0.3	0.3	0.0	0.6	7.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	27.7	1.3	1.4	28.4	5.6	1.2	0.0	1.8	10.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	132.9	16.7	44.9	133.1	8.8	39.3	0.0	40.2	38.4	0.0	24.3
LnGrp LOS	D	F	B	D	F	A	D	A	D	D	A	C
Approach Vol, veh/h		1487			1772			139			948	
Approach Delay, s/veh		124.2			108.1			39.9			37.7	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	36.0		32.6	10.0	36.6		14.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		15.0				
Max Q Clear Time (g_c+I1), s	5.2	32.0		24.5	3.9	32.6		6.1				
Green Ext Time (p_c), s	0.0	0.0		2.6	0.0	0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		96.1	
HCM 6th LOS		F	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	162.4

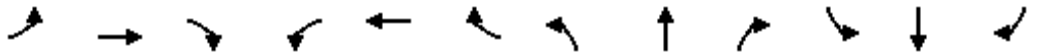
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1756	114	49	1308	0	437
Future Vol, veh/h	1756	114	49	1308	0	437
Conflicting Peds, #/hr	0	8	8	0	0	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1829	119	53	1422	0	753

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1837	0	-	931
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	0	328	-	0	~ 268
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	326	-	-	~ 264
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 873.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	264	-	326	-
HCM Lane V/C Ratio	2.854	-	0.163	-
HCM Control Delay (s)	$ 873.4	-	18.2	-
HCM Lane LOS	F	-	C	-
HCM 95th %tile Q(veh)	65.5	-	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



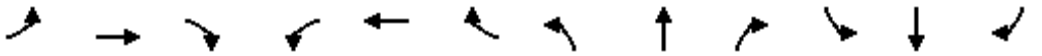
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	11	412	30	0	0	0	0	106	964	14
Future Volume (veh/h)	0	6	11	412	30	0	0	0	0	106	964	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	10	16	458	33	0				115	1048	14
Peak Hour Factor	0.61	0.61	0.61	0.90	0.90	0.90				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	173	277	409	24	0				194	1859	26
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	641	1026	1257	91	0				346	3320	46
Grp Volume(v), veh/h	0	0	26	491	0	0				615	0	562
Grp Sat Flow(s),veh/h/ln	0	0	1667	1348	0	0				1853	0	1860
Q Serve(g_s), s	0.0	0.0	1.2	25.8	0.0	0.0				30.4	0.0	27.3
Cycle Q Clear(g_c), s	0.0	0.0	1.2	27.0	0.0	0.0				30.4	0.0	27.3
Prop In Lane	0.00		0.62	0.93		0.00				0.19		0.02
Lane Grp Cap(c), veh/h	0	0	450	433	0	0				1038	0	1042
V/C Ratio(X)	0.00	0.00	0.06	1.13	0.00	0.00				0.59	0.00	0.54
Avail Cap(c_a), veh/h	0	0	450	433	0	0				1038	0	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.70	0.00	0.00				0.88	0.00	0.88
Uniform Delay (d), s/veh	0.0	0.0	27.1	39.2	0.0	0.0				30.3	0.0	29.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	78.6	0.0	0.0				2.2	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	20.3	0.0	0.0				15.7	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	27.1	117.8	0.0	0.0				32.5	0.0	30.8
LnGrp LOS	A	A	C	F	A	A				C	A	C
Approach Vol, veh/h		26			491						1177	
Approach Delay, s/veh		27.1			117.8						31.7	
Approach LOS		C			F						C	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				35.0		65.0		35.0				
Change Period (Y+Rc), s				8.0		9.0		8.0				
Max Green Setting (Gmax), s				27.0		56.0		27.0				
Max Q Clear Time (g_c+I1), s				3.2		32.4		29.0				
Green Ext Time (p_c), s				0.1		9.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			56.6									
HCM 6th LOS			E									

4: San Elijo Road NB & Baker Street

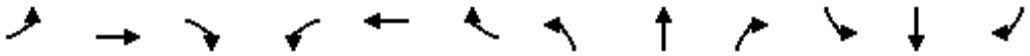
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	86	0	0	49	91	386	1706	44	0	0	0
Future Volume (veh/h)	44	86	0	0	49	91	386	1706	44	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.89		1.00	1.00		0.80	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	47	92	0	0	53	89	390	1723	40			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	88	150	0	0	91	153	433	2031	49			
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	0.68	0.68	0.68			
Sat Flow, veh/h	238	885	0	0	538	903	636	2983	72			
Grp Volume(v), veh/h	139	0	0	0	0	142	1127	0	1026			
Grp Sat Flow(s),veh/h/ln	1123	0	0	0	0	1441	1839	0	1853			
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	9.1	50.6	0.0	39.6			
Cycle Q Clear(g_c), s	13.2	0.0	0.0	0.0	0.0	9.1	50.6	0.0	39.6			
Prop In Lane	0.34		0.00	0.00		0.63	0.35		0.04			
Lane Grp Cap(c), veh/h	238	0	0	0	0	244	1252	0	1262			
V/C Ratio(X)	0.58	0.00	0.00	0.00	0.00	0.58	0.90	0.00	0.81			
Avail Cap(c_a), veh/h	475	0	0	0	0	468	1252	0	1262			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.6	0.0	0.0	0.0	0.0	38.3	13.2	0.0	11.4			
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.0	0.0	2.2	10.5	0.0	5.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	0.0	0.0	3.4	21.8	0.0	16.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	0.0	0.0	0.0	40.5	23.7	0.0	17.2			
LnGrp LOS	D	A	A	A	A	D	C	A	B			
Approach Vol, veh/h		139			142			2153				
Approach Delay, s/veh		41.9			40.5			20.6				
Approach LOS		D			D			C				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		75.6		24.4				24.4				
Change Period (Y+Rc), s		7.5		7.5				7.5				
Max Green Setting (Gmax), s		52.5		32.5				32.5				
Max Q Clear Time (g_c+I1), s		52.6		15.2				11.1				
Green Ext Time (p_c), s		0.0		0.7				0.9				
Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									

5: San Elijo Road SB & Elfin Forest Road EB

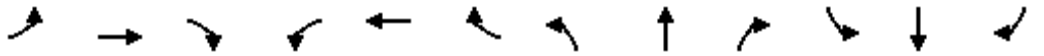
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	99	123	0	0	0	0	0	0	108	1007	0
Future Volume (veh/h)	0	99	123	0	0	0	0	0	0	108	1007	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90							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	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	116	131							114	1060	0
Peak Hour Factor	0.85	0.85	0.85							0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	252	203							222	1891	0
Arrive On Green	0.00	0.05	0.05							0.20	0.20	0.00
Sat Flow, veh/h	0	1870	1431							293	3185	0
Grp Volume(v), veh/h	0	116	131							617	557	0
Grp Sat Flow(s),veh/h/ln	0	1777	1431							1777	1617	0
Q Serve(g_s), s	0.0	6.4	9.0							25.0	31.0	0.0
Cycle Q Clear(g_c), s	0.0	6.4	9.0							31.2	31.0	0.0
Prop In Lane	0.00		1.00							0.18		0.00
Lane Grp Cap(c), veh/h	0	252	203							1126	986	0
V/C Ratio(X)	0.00	0.46	0.65							0.55	0.56	0.00
Avail Cap(c_a), veh/h	0	391	315							1126	986	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							0.86	0.86	0.00
Uniform Delay (d), s/veh	0.0	43.9	45.2							27.9	28.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	3.4							1.7	2.0	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	0.0	3.0	3.6							15.4	13.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.2	48.6							29.5	30.0	0.0
LnGrp LOS	A	D	D							C	C	A
Approach Vol, veh/h		247									1174	
Approach Delay, s/veh		47.0									29.7	
Approach LOS		D									C	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				22.2		70.0						
Change Period (Y+Rc), s				8.0		9.0						
Max Green Setting (Gmax), s				22.0		61.0						
Max Q Clear Time (g_c+I1), s				11.0		33.2						
Green Ext Time (p_c), s				1.1		9.8						

Intersection Summary												
HCM 6th Ctrl Delay			32.7									
HCM 6th LOS			C									



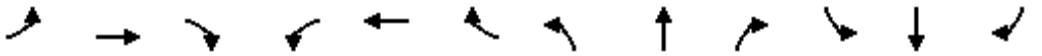
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	98	0	0	0	0	0	1278	568	0	0	0
Future Volume (veh/h)	92	98	0	0	0	0	0	1278	568	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	108	115	0				0	1291	516			
Peak Hour Factor	0.85	0.85	0.85				0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	240	252	0				0	1747	653			
Arrive On Green	0.14	0.14	0.00				0.00	0.70	0.70			
Sat Flow, veh/h	1259	1911	0				0	2581	931			
Grp Volume(v), veh/h	126	97	0				0	897	910			
Grp Sat Flow(s),veh/h/ln	1468	1617	0				0	1777	1642			
Q Serve(g_s), s	8.1	5.5	0.0				0.0	30.3	37.1			
Cycle Q Clear(g_c), s	8.1	5.5	0.0				0.0	30.3	37.1			
Prop In Lane	0.86		0.00				0.00		0.57			
Lane Grp Cap(c), veh/h	269	223	0				0	1248	1153			
V/C Ratio(X)	0.47	0.44	0.00				0.00	0.72	0.79			
Avail Cap(c_a), veh/h	390	356	0				0	1248	1153			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00				0.00	0.34	0.34			
Uniform Delay (d), s/veh	40.7	39.5	0.0				0.0	9.0	10.0			
Incr Delay (d2), s/veh	1.0	1.1	0.0				0.0	1.2	2.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.0	2.3	0.0				0.0	10.6	12.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	40.6	0.0				0.0	10.2	11.9			
LnGrp LOS	D	D	A				A	B	B			
Approach Vol, veh/h		223						1807				
Approach Delay, s/veh		41.2						11.1				
Approach LOS		D						B				

Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		78.2		21.8								
Change Period (Y+Rc), s		8.0		8.0								
Max Green Setting (Gmax), s		62.0		22.0								
Max Q Clear Time (g_c+I1), s		39.1		10.1								
Green Ext Time (p_c), s		16.2		0.9								

Intersection Summary												
HCM 6th Ctrl Delay			14.4									
HCM 6th LOS			B									

7: San Elijo Road SB & Elfin Forest Road WB

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	271	237	0	0	0	0	0	793	76
Future Volume (veh/h)	0	0	0	271	237	0	0	0	0	0	793	76
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				318	326	0				0	826	71
Peak Hour Factor				0.80	0.80	0.80				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				485	434	0				0	1517	130
Arrive On Green				0.23	0.23	0.00				0.00	0.46	0.46
Sat Flow, veh/h				1781	1870	0				0	3391	283
Grp Volume(v), veh/h				318	326	0				0	445	452
Grp Sat Flow(s),veh/h/ln				1781	1870	0				0	1777	1804
Q Serve(g_s), s				16.7	16.2	0.0				0.0	18.0	18.1
Cycle Q Clear(g_c), s				16.7	16.2	0.0				0.0	18.0	18.1
Prop In Lane				1.00		0.00				0.00		0.16
Lane Grp Cap(c), veh/h				485	434	0				0	817	830
V/C Ratio(X)				0.66	0.75	0.00				0.00	0.54	0.54
Avail Cap(c_a), veh/h				731	692	0				0	817	830
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.67	0.67	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.9	35.7	0.0				0.0	19.5	19.5
Incr Delay (d2), s/veh				2.2	3.8	0.0				0.0	2.6	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.5	7.8	0.0				0.0	7.9	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.1	39.5	0.0				0.0	22.1	22.0
LnGrp LOS				D	D	A				A	C	C
Approach Vol, veh/h					644						897	
Approach Delay, s/veh					38.8						22.0	
Approach LOS					D						C	

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						55.0		31.2				
Change Period (Y+Rc), s						9.0		8.0				
Max Green Setting (Gmax), s						46.0		37.0				
Max Q Clear Time (g_c+I1), s						20.1		18.7				
Green Ext Time (p_c), s						6.8		4.5				

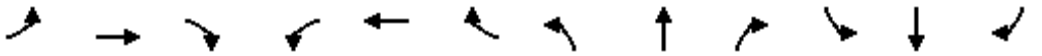
Intersection Summary		
HCM 6th Ctrl Delay	29.0	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

8: San Elijo Road NB & Elfin Forest Road WB

PM Peak Hour



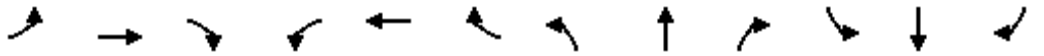
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	274	75	234	1196	0	0	0	0
Future Volume (veh/h)	0	0	0	0	274	75	234	1196	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.92	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	326	79	260	1329	0			
Peak Hour Factor				0.84	0.84	0.84	0.90	0.90	0.90			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	454	108	404	1875	0			
Arrive On Green				0.00	0.16	0.16	0.22	0.22	0.00			
Sat Flow, veh/h				0	2891	663	530	2873	0			
Grp Volume(v), veh/h				0	204	201	834	755	0			
Grp Sat Flow(s),veh/h/ln				0	1777	1684	1701	1617	0			
Q Serve(g_s), s				0.0	10.9	11.3	45.5	42.9	0.0			
Cycle Q Clear(g_c), s				0.0	10.9	11.3	45.5	42.9	0.0			
Prop In Lane				0.00		0.39	0.31		0.00			
Lane Grp Cap(c), veh/h				0	288	273	1192	1088	0			
V/C Ratio(X)				0.00	0.71	0.73	0.70	0.69	0.00			
Avail Cap(c_a), veh/h				0	560	530	1192	1088	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	0.50	0.50	0.00			
Uniform Delay (d), s/veh				0.0	39.7	39.8	30.4	29.4	0.0			
Incr Delay (d2), s/veh				0.0	3.2	3.8	1.7	1.9	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				0.0	5.0	5.0	21.2	19.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	42.9	43.6	32.2	31.3	0.0			
LnGrp LOS				A	D	D	C	C	A			
Approach Vol, veh/h					405			1589				
Approach Delay, s/veh					43.2			31.8				
Approach LOS					D			C				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	75.3							24.7				
Change Period (Y+Rc), s	8.0							8.5				
Max Green Setting (Gmax), s	52.0							31.5				
Max Q Clear Time (g_c+I1), s	47.5							13.3				
Green Ext Time (p_c), s	3.6							2.4				

Intersection Summary		
HCM 6th Ctrl Delay	34.1	
HCM 6th LOS	C	

9: Schoolhouse Way & San Elijo Road

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1179	26	35	799	32	48	10	51	22	3	58
Future Volume (veh/h)	65	1179	26	35	799	32	48	10	51	22	3	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	1254	26	37	850	31	109	23	93	31	4	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.44	0.44	0.44	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1568	33	69	1444	53	154	32	218	151	19	143
Arrive On Green	0.05	0.44	0.44	0.04	0.41	0.41	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	3556	74	1781	3493	127	1483	313	1511	1586	205	1504
Grp Volume(v), veh/h	69	626	654	37	432	449	132	0	93	35	0	64
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	1781	1777	1843	1796	0	1511	1791	0	1504
Q Serve(g_s), s	3.7	29.8	29.8	2.0	18.5	18.5	7.0	0.0	5.5	1.8	0.0	3.9
Cycle Q Clear(g_c), s	3.7	29.8	29.8	2.0	18.5	18.5	7.0	0.0	5.5	1.8	0.0	3.9
Prop In Lane	1.00		0.04	1.00		0.07	0.83		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	91	784	817	69	734	762	186	0	218	170	0	143
V/C Ratio(X)	0.76	0.80	0.80	0.53	0.59	0.59	0.71	0.00	0.43	0.21	0.00	0.45
Avail Cap(c_a), veh/h	909	1361	1419	455	907	941	917	0	833	640	0	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.9	23.6	23.6	46.2	22.3	22.3	42.5	0.0	38.4	40.9	0.0	41.9
Incr Delay (d2), s/veh	11.9	1.9	1.9	6.3	0.8	0.7	4.9	0.0	1.3	0.6	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	12.1	12.6	1.0	7.5	7.8	3.4	0.0	0.1	0.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	25.6	25.5	52.5	23.0	23.0	47.4	0.0	39.7	41.5	0.0	44.1
LnGrp LOS	E	C	C	D	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1349			918			225			99	
Approach Delay, s/veh		27.2			24.2			44.2			43.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	50.5		18.8	9.3	53.2		16.6				
Change Period (Y+Rc), s	7.0	* 10		9.5	5.5	10.0		6.5				
Max Green Setting (Gmax), s	50.0	* 50		35.0	25.0	75.0		50.0				
Max Q Clear Time (g_c+I1), s	5.7	20.5		5.9	4.0	31.8		9.0				
Green Ext Time (p_c), s	0.2	6.1		0.4	0.1	11.3		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		28.2	
HCM 6th LOS		C	

Notes

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

Intersection	
Int Delay, s/veh	0

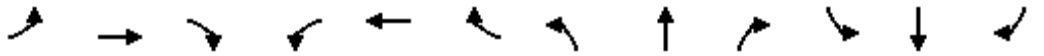
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2225	20	0	1364	0	6
Future Vol, veh/h	2225	20	0	1364	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	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	2418	22	0	1483	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1220
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	172
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	172
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	172	-	-	-
HCM Lane V/C Ratio	0.038	-	-	-
HCM Control Delay (s)	26.8	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Appendix G
Peak Hour Intersection Capacity Worksheets
Near-Term Year 2024 Base with Project with Improvement Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	813	24	35	1197	972	99	176	32	479	36	20
Future Volume (veh/h)	87	813	24	35	1197	972	99	176	32	479	36	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	884	24	38	1287	941	110	196	33	656	49	22
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	1431	814	77	1343	963	224	195	33	826	291	131
Arrive On Green	0.07	0.40	0.40	0.04	0.38	0.38	0.13	0.13	0.13	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1525	1781	3554	1546	1781	1551	261	3456	1218	547
Grp Volume(v), veh/h	95	884	24	38	1287	941	110	0	229	656	0	71
Grp Sat Flow(s),veh/h/ln	1781	1777	1525	1781	1777	1546	1781	0	1812	1728	0	1765
Q Serve(g_s), s	5.8	22.0	0.8	2.3	39.2	42.0	6.4	0.0	14.0	19.8	0.0	3.5
Cycle Q Clear(g_c), s	5.8	22.0	0.8	2.3	39.2	42.0	6.4	0.0	14.0	19.8	0.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		0.31
Lane Grp Cap(c), veh/h	121	1431	814	77	1343	963	224	0	228	826	0	422
V/C Ratio(X)	0.78	0.62	0.03	0.49	0.96	0.98	0.49	0.00	1.00	0.79	0.00	0.17
Avail Cap(c_a), veh/h	128	1431	814	112	1343	963	224	0	228	1088	0	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.0	26.4	12.5	51.9	33.7	16.2	45.2	0.0	48.6	39.7	0.0	33.5
Incr Delay (d2), s/veh	22.7	1.0	0.0	1.8	15.8	23.6	0.6	0.0	60.4	3.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.9	0.4	1.0	18.7	32.0	2.9	0.0	10.1	8.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	27.3	12.6	53.7	49.5	39.8	45.9	0.0	108.9	43.4	0.0	33.8
LnGrp LOS	E	C	B	D	D	D	D	A	F	D	A	C
Approach Vol, veh/h		1003			2266			339			727	
Approach Delay, s/veh		31.4			45.5			88.5			42.4	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	50.7		31.5	12.6	48.0		19.0				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	7.0	43.0		35.0	8.0	42.0		14.0				
Max Q Clear Time (g_c+I1), s	4.3	24.0		21.8	7.8	44.0		16.0				
Green Ext Time (p_c), s	0.0	7.6		3.6	0.0	0.0		0.0				

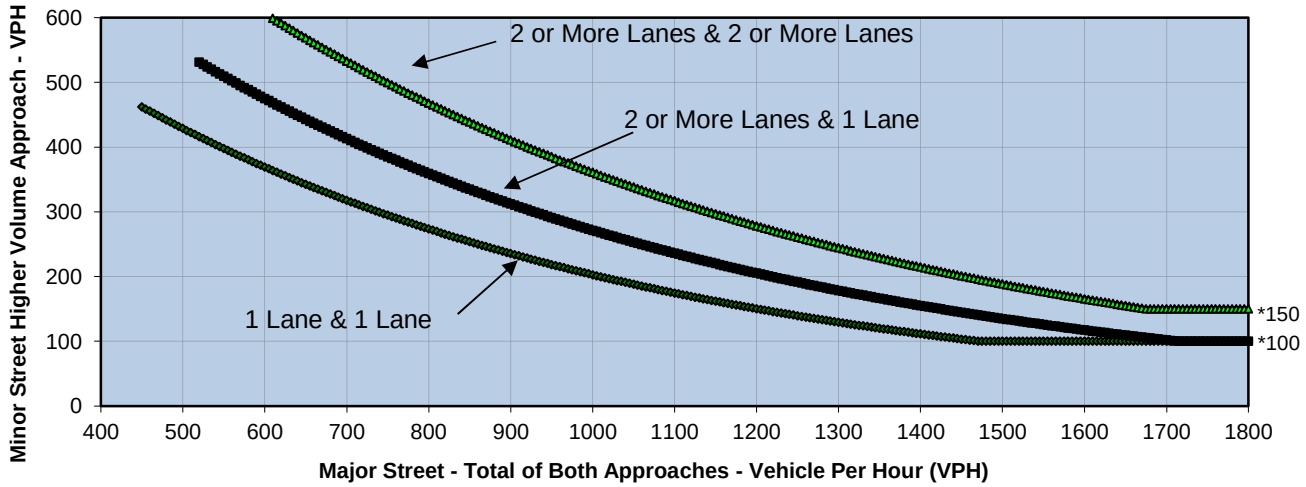
Intersection Summary			
HCM 6th Ctrl Delay		45.1	
HCM 6th LOS		D	

Notes

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

Sheet No 1 of 3

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	San Elijo Road	Project	Questhaven
Minor Street	Project Driveway	Scenario	Near-Term Year 2024
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	91
Through	0	0	1,063	2,122
Right	86	0	336	0
Total	86	0	1,399	2,213

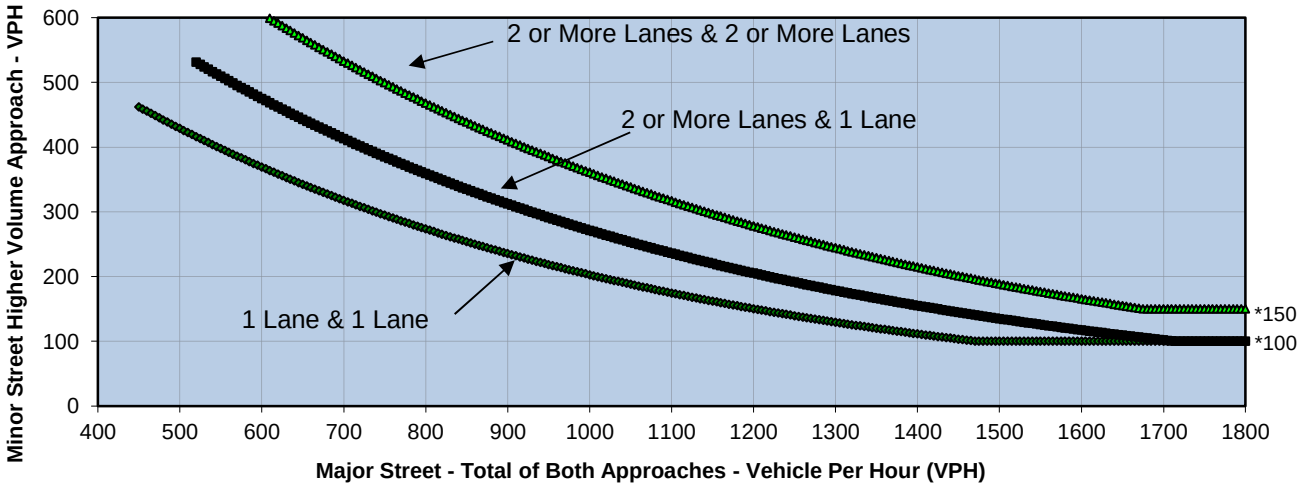
Major Street Direction

	North/South
X	East/West

	Major Street	Minor Street	Warrant Met
	San Elijo Road	Project Driveway	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,612**	**86**	

Sheet No 2 of 3

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	San Elijo Road	Project	Questhaven
Minor Street	Project Driveway	Scenario	Near-Term Year 2024
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	49
Through	0	0	1,756	1,308
Right	437	0	114	0
Total	437	0	1,870	1,357

Major Street Direction

	North/South
X	East/West

	Major Street	Minor Street	Warrant Met
	San Elijo Road	Project Driveway	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**3,227**	**437**	

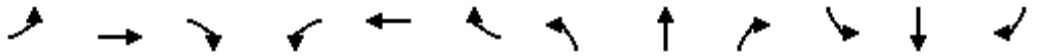
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1063	336	91	2056	66	20
Future Volume (veh/h)	1063	336	91	2056	66	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1363	0	100	2259	264	80
Peak Hour Factor	0.78	0.78	0.91	0.91	0.25	0.25
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2193		122	2681	373	171
Arrive On Green	0.62	0.00	0.07	0.75	0.11	0.11
Sat Flow, veh/h	3741	0	1781	3647	3456	1585
Grp Volume(v), veh/h	1363	0	100	2259	264	80
Grp Sat Flow(s),veh/h/ln	1777	0	1781	1777	1728	1585
Q Serve(g_s), s	20.8	0.0	4.8	37.4	6.4	4.1
Cycle Q Clear(g_c), s	20.8	0.0	4.8	37.4	6.4	4.1
Prop In Lane		0.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2193		122	2681	373	171
V/C Ratio(X)	0.62		0.82	0.84	0.71	0.47
Avail Cap(c_a), veh/h	2647		122	3135	832	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	40.1	7.2	37.6	36.6
Incr Delay (d2), s/veh	0.3	0.0	33.2	2.0	2.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	3.1	8.2	2.8	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.7	0.0	73.3	9.2	40.1	38.5
LnGrp LOS	B		E	A	D	D
Approach Vol, veh/h	1363			2359	344	
Approach Delay, s/veh	10.7			11.9	39.7	
Approach LOS	B			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.4	12.0	59.8		71.8
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		21.0	6.0	65.0		77.0
Max Q Clear Time (g_c+I1), s		8.4	6.8	22.8		39.4
Green Ext Time (p_c), s		1.0	0.0	12.7		26.5

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

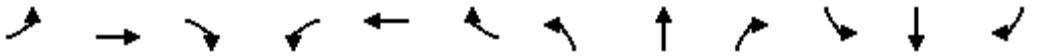
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	9	67	193	16	0	0	0	0	26	1903	7
Future Volume (veh/h)	0	9	67	193	16	0	0	0	0	26	1903	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		1.00				1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	15	99	316	26	0				27	1942	6
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	56	368	324	21	0				27	2058	7
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	207	1363	945	78	0				49	3675	12
Grp Volume(v), veh/h	0	0	114	342	0	0				1034	0	941
Grp Sat Flow(s),veh/h/ln	0	0	1570	1023	0	0				1868	0	1868
Q Serve(g_s), s	0.0	0.0	5.7	21.3	0.0	0.0				55.2	0.0	49.3
Cycle Q Clear(g_c), s	0.0	0.0	5.7	27.0	0.0	0.0				55.2	0.0	49.3
Prop In Lane	0.00		0.87	0.92		0.00				0.03		0.01
Lane Grp Cap(c), veh/h	0	0	424	345	0	0				1046	0	1046
V/C Ratio(X)	0.00	0.00	0.27	0.99	0.00	0.00				0.99	0.00	0.90
Avail Cap(c_a), veh/h	0	0	424	345	0	0				1046	0	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.70	0.00	0.00				0.36	0.00	0.36
Uniform Delay (d), s/veh	0.0	0.0	28.7	41.4	0.0	0.0				40.4	0.0	38.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	37.8	0.0	0.0				14.2	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.2	12.2	0.0	0.0				31.7	0.0	26.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	28.9	79.2	0.0	0.0				54.7	0.0	43.0
LnGrp LOS	A	A	C	E	A	A				D	A	D
Approach Vol, veh/h		114			342						1975	
Approach Delay, s/veh		28.9			79.2						49.1	
Approach LOS		C			E						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		35.0		65.0		35.0						
Change Period (Y+Rc), s		8.0		9.0		8.0						
Max Green Setting (Gmax), s		27.0		56.0		27.0						
Max Q Clear Time (g_c+I1), s		7.7		57.2		29.0						
Green Ext Time (p_c), s		0.4		0.0		0.0						

Intersection Summary												
HCM 6th Ctrl Delay		52.4										
HCM 6th LOS		D										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1258	84	59	1299	322	46	57	15	743	59	49
Future Volume (veh/h)	35	1258	84	59	1299	322	46	57	15	743	59	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1367	82	63	1397	312	55	68	16	854	68	45
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.84	0.84	0.84	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1616	817	85	1624	1123	133	109	26	915	275	182
Arrive On Green	0.05	0.45	0.45	0.05	0.46	0.46	0.07	0.07	0.07	0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1536	1781	3554	1540	1781	1456	343	3456	1037	686
Grp Volume(v), veh/h	38	1367	82	63	1397	312	55	0	84	854	0	113
Grp Sat Flow(s),veh/h/ln	1781	1777	1536	1781	1777	1540	1781	0	1798	1728	0	1723
Q Serve(g_s), s	2.8	45.3	3.5	4.6	46.7	9.4	3.9	0.0	6.0	32.1	0.0	6.9
Cycle Q Clear(g_c), s	2.8	45.3	3.5	4.6	46.7	9.4	3.9	0.0	6.0	32.1	0.0	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.40
Lane Grp Cap(c), veh/h	81	1616	817	85	1624	1123	133	0	135	915	0	456
V/C Ratio(X)	0.47	0.85	0.10	0.74	0.86	0.28	0.41	0.00	0.62	0.93	0.00	0.25
Avail Cap(c_a), veh/h	107	1766	882	94	1739	1173	134	0	135	937	0	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.8	32.1	15.5	62.5	32.3	6.5	58.7	0.0	59.6	47.7	0.0	38.4
Incr Delay (d2), s/veh	1.6	4.0	0.1	20.7	4.6	0.2	0.8	0.0	6.5	15.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	19.3	1.4	2.5	20.0	6.5	1.8	0.0	3.0	15.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	36.1	15.6	83.1	36.9	6.6	59.4	0.0	66.1	63.5	0.0	38.8
LnGrp LOS	E	D	B	F	D	A	E	A	E	E	A	D
Approach Vol, veh/h		1487			1772			139			967	
Approach Delay, s/veh		35.6			33.2			63.4			60.6	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	66.4		40.2	11.0	66.7		14.9				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	7.0	66.0		36.0	8.0	65.0		10.0				
Max Q Clear Time (g_c+I1), s	6.6	47.3		34.1	4.8	48.7		8.0				
Green Ext Time (p_c), s	0.0	12.1		1.1	0.0	12.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			41.1									
HCM 6th LOS			D									

Notes

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

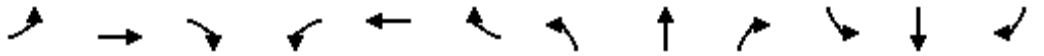
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1756	114	49	977	331	106
Future Volume (veh/h)	1756	114	49	977	331	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1829	0	53	1062	571	149
Peak Hour Factor	0.96	0.96	0.92	0.92	0.58	0.58
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2104		69	2456	649	298
Arrive On Green	0.59	0.00	0.04	0.69	0.19	0.19
Sat Flow, veh/h	3741	0	1781	3647	3456	1585
Grp Volume(v), veh/h	1829	0	53	1062	571	149
Grp Sat Flow(s),veh/h/ln	1777	0	1781	1777	1728	1585
Q Serve(g_s), s	42.9	0.0	2.9	13.0	15.9	8.4
Cycle Q Clear(g_c), s	42.9	0.0	2.9	13.0	15.9	8.4
Prop In Lane		0.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2104		69	2456	649	298
V/C Ratio(X)	0.87		0.77	0.43	0.88	0.50
Avail Cap(c_a), veh/h	2366		108	2796	697	320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	47.2	6.7	39.2	36.1
Incr Delay (d2), s/veh	3.5	0.0	16.2	0.1	11.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	0.0	1.6	3.8	7.8	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.5	0.0	63.4	6.9	51.1	37.4
LnGrp LOS	C		E	A	D	D
Approach Vol, veh/h	1829			1115	720	
Approach Delay, s/veh	20.5			9.6	48.3	
Approach LOS	C			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.6	9.8	64.7		74.5
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		20.0	6.0	66.0		78.0
Max Q Clear Time (g_c+I1), s		17.9	4.9	44.9		15.0
Green Ext Time (p_c), s		0.7	0.0	13.8		8.9

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	11	81	30	0	0	0	0	106	964	14
Future Volume (veh/h)	0	6	11	81	30	0	0	0	0	106	964	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	10	16	90	33	0				115	1048	14
Peak Hour Factor	0.61	0.61	0.61	0.90	0.90	0.90				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	72	116	170	48	0				194	1859	26
Arrive On Green	0.00	0.11	0.11	0.11	0.11	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	639	1022	952	424	0				346	3320	46
Grp Volume(v), veh/h	0	0	26	123	0	0				615	0	562
Grp Sat Flow(s),veh/h/ln	0	0	1661	1376	0	0				1853	0	1860
Q Serve(g_s), s	0.0	0.0	1.4	7.5	0.0	0.0				30.4	0.0	27.3
Cycle Q Clear(g_c), s	0.0	0.0	1.4	8.9	0.0	0.0				30.4	0.0	27.3
Prop In Lane	0.00		0.62	0.73		0.00				0.19		0.02
Lane Grp Cap(c), veh/h	0	0	188	218	0	0				1038	0	1042
V/C Ratio(X)	0.00	0.00	0.14	0.56	0.00	0.00				0.59	0.00	0.54
Avail Cap(c_a), veh/h	0	0	449	451	0	0				1038	0	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.70	0.00	0.00				0.88	0.00	0.88
Uniform Delay (d), s/veh	0.0	0.0	39.9	43.6	0.0	0.0				30.3	0.0	29.1
Incr Delay (d2), s/veh	0.0	0.0	0.1	1.6	0.0	0.0				2.2	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	3.1	0.0	0.0				15.7	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	40.0	45.2	0.0	0.0				32.5	0.0	30.8
LnGrp LOS	A	A	D	D	A	A				C	A	C
Approach Vol, veh/h		26			123						1177	
Approach Delay, s/veh		40.0			45.2						31.7	
Approach LOS		D			D						C	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		19.3		65.0		19.3						
Change Period (Y+Rc), s		8.0		9.0		8.0						
Max Green Setting (Gmax), s		27.0		56.0		27.0						
Max Q Clear Time (g_c+I1), s		3.4		32.4		10.9						
Green Ext Time (p_c), s		0.1		9.3		0.5						

Intersection Summary												
HCM 6th Ctrl Delay		33.1										
HCM 6th LOS		C										

Appendix H
Transportation Forecast Information Center (TFIC) Volumes

Horizon Year Roadway Volumes

Roadway	Segment	Series 13 TFIC 2012	Series 13 TFIC 2035	Δ Total Volume	Series 13 Growth Rate	Existing Counts (2019)	2035 Higher than 2019?	Adjustment % per year from 2019 to 2035*	Adjusted Volume	Future Year 2035
Rancho Santa Fe Road	Melrose Drive to San Elijo Road	31,000	36,100	5,100	16.4 %	32,797	Yes	N/A	N/A	**36,100**
Rancho Santa Fe Road	San Elijo Road to Avenida Soledad	43,200	47,900	4,700	10.9%	45,551	Yes	N/A	N/A	**47,900**
San Elijo Road	Rancho Santa Fe Road to Melrose Drive	24,800	27,200	2,400	9.7%	20,913	Yes	N/A	N/A	**27,200**
San Elijo Road	Melrose Drive to Baker Street	29,400	33,500	4,100	13.9%	29,431	Yes	N/A	N/A	**33,500**
San Elijo Road (NB)	Baker Street to Elfin Forest Road	12,900	14,900	2,000	15.5%	14,788	Yes	N/A	N/A	**14,900**
San Elijo Road (NB)	Elfin Forest Road to Schoolhouse Way	9,400	10,800	1,400	14.9%	11,071	No	*2.5%	15,499	**15,500**
San Elijo Road	East of Schoolhouse Way	14,900	17,500	2,600	17.4%	21,968	No	*6.7%	45,518	**45,500**
San Elijo Road (SB)	Elfin Forest Road to Schoolhouse Way	9,400	10,500	1,100	11.7%	11,504	No	*3.2%	17,394	**17,400**
San Elijo Road (SB)	Baker Street to Elfin Forest Road	13,700	14,700	1,000	7.3%	14,676	Yes	N/A	N/A	**14,700**

* = (2019-2012) / (2012) / (7) = % increase per year between 2019 and 2035