

TRAFFIC IMPACT STUDY

For

**The Ascent Church SDP
El Paso County, Colorado**

July 2026

Prepared for:

The Ascent Church
1750 Deer Creek Road
Monument, Colorado 80132

Prepared by:

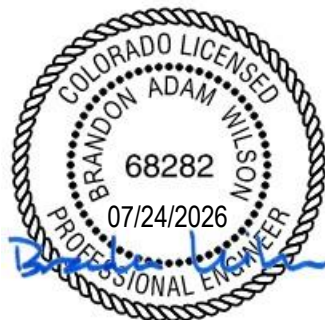


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Traffic Engineer's Statement

The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.

Brandon Wilson

07/24/2026

Brandon Wilson, P.E. #68282

Date

Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Jason Schott
The Ascent Church
1750 Deer Creek Road
Monument, Colorado 80132

Date

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I. Introduction

Project Overview

This traffic impact study is provided as a planning document and addresses the capacity, geometric, and control requirements associated with the development entitled The Ascent Church SDP. This analysis was prepared in accordance with Appendix B of the County's Engineering Criteria Manual (ECM)¹.

This proposed Site Development Plan consists of an addition and remodel to the existing Ascent Church and is located on the northwest corner of Woodmoor Drive and Deer Creek Road in El Paso County, Colorado.

Study Area Boundaries

The study area to be examined in this analysis encompasses the area bounded by State Highway 105 north to Woodmoor Drive and Monument Hill Road east to Furrow Road.

Figure 1 illustrates location of the site and study intersections.

Site Description

Land for the development is currently occupied by the existing Ascent Church approximately 40,800 square feet in size and supporting 334 auditorium seats. The site is surrounded by a mix of institutional, industrial, commercial, and residential land uses.

The proposed development is understood to entail the new construction of an approximate 37,900 square foot addition to the existing building with an added 582 auditorium seats. The Ascent Church is intended to operate only during weekends.

Existing access to the development is provided via one full-movement access onto Deer Creek Road (referred to as Existing Access). An emergency-only access is proposed on the north side of the 37,900 square foot building addition, connecting Woodmoor Drive with Microscope Way.

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2028.

General site and access locations are shown on Figure 1. A site development and parking plan, as prepared by Keys + Lauer Architects, is shown in Figure 2. This plan is provided for illustrative purposes only.

¹ Engineering Criteria Manual, El Paso County, January 9, 2025.



Not to Scale



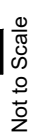
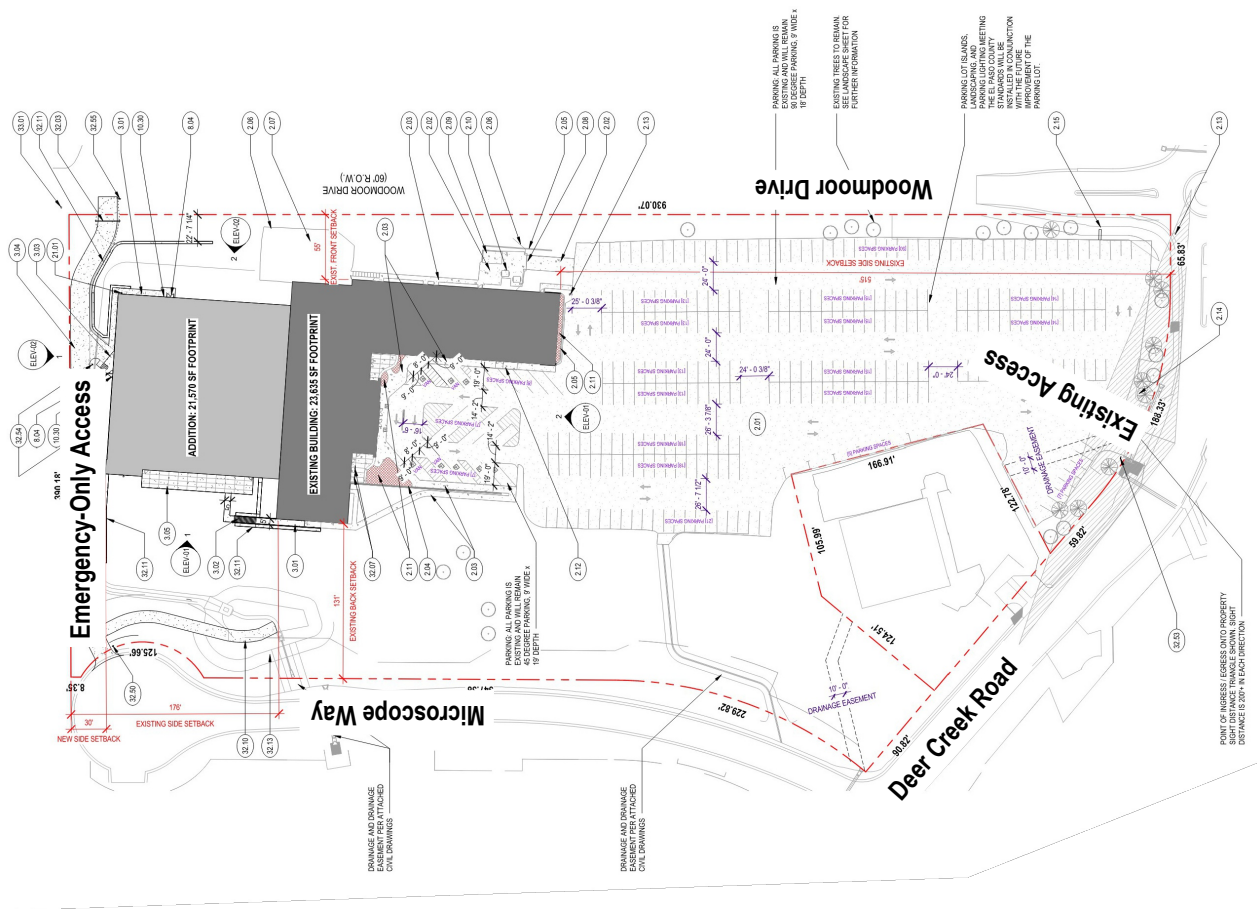


Figure 2
SITE DEVELOPMENT AND PARKING PLAN

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Existing and Committed Surface Transportation Network

Within the study area, regional access to the development area is provided by way of State Highway 105, Woodmoor Drive, Monument Hill Road, and Furrow Road. Local access is provided via Deer Creek Road. A brief description of each roadway, based on the County's Major Transportation Corridor Plan (MTCP)² is provided below:

State Highway 105 is an east-west rural principal arterial roadway having four through lanes (two lanes in each direction) with exclusive turn lanes at the intersection within the study area. The Colorado Department of Transportation (CDOT) categorizes the adjacent segment of State Highway 105 as a Non-Rural Principal Highway (NR-A) and provides a posted speed limit of 45 MPH.

CDOT's jurisdiction over State Highway 105 ends at Jackson Creek Parkway and continues east as a County roadway. Westbound, State Highway 105 redirects north aligning with the Interstate 25 southbound on/off ramps. The corridor itself continues west as 2nd Street.

Woodmoor Drive is generally a north-south urban minor collector roadway having two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. Woodmoor Drive provides posted speed limits of 35 MPH and 30 MPH south and north of Monument Hill Road, respectively.

Monument Hill Road is generally a north-south rural major collector roadway having two through lanes (one lane in each direction) with exclusive turn lanes at the intersection within the study area. Monument Hill Road serves as a frontage road for Interstate 25 and provides a posted speed limit of 45 MPH.

Furrow Road is a north-south rural minor collector roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. Furrow Road provides a posted speed limit of 35 MPH.

Deer Creek Road is an east-west roadway having two through lanes (one in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. Deer Creek Road is unclassified in the County's MTCP. However, per Section 2.2.4 of the County's ECM and the roadway's estimated cross-section, Deer Creek Road is assumed to be classified as a rural local roadway and provides a posted speed limit of 25 MPH.

The study intersection of State Highway 105 and Woodmoor Drive is signalized. All other study intersections operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

² El Paso County Major Transportation Corridors Plan, Felsburg Holt & Ullevig, July 18, 2024.

Pursuant to the Pikes Peak Regional Transportation Authority's (PPRTA) Quarterly Report³, a roundabout will be constructed at the intersection of Deer Creek Road and Woodmoor Drive. The report discusses that this improvement was scheduled to be fulfilled by the end of year 2025. However, according to recent aerial imagery, this improvement has not been implemented. For analysis purposes, this improvement is assumed to be completed by Year 2028.

³ PPRTA Quarterly Report, El Paso County Department of Public Works, November 2025.

II. Existing Traffic Conditions

Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the intersections of Woodmoor Drive with State Highway 105, Deer Creek Road, and Furrow Road as well as the intersections of Deer Creek Road with Monument Hill Road and the Existing Access. Average daily traffic (ADT) volumes were collected over a 24-hour period on Woodmoor Drive and Deer Creek Road. Counts were collected on Sunday, June 21, 2026 with Sunday peak hour counts being represented during the period of 10:00 a.m. to 1:00 p.m.

Existing volumes and intersection geometry are shown in Figure 3. Traffic count data is included for reference in Appendix A.

Existing signal timing parameters for State Highway 105 and Woodmoor Drive were obtained from CDOT and used throughout this study to the best extent possible in order to remain consistent with existing coordination plans. CDOT signal timing information received is included for reference in Appendix A.

In coordination with County Staff, weekday operations and count data were not included within this analysis as the Ascent Church is not expected to have any operations during the weekday.

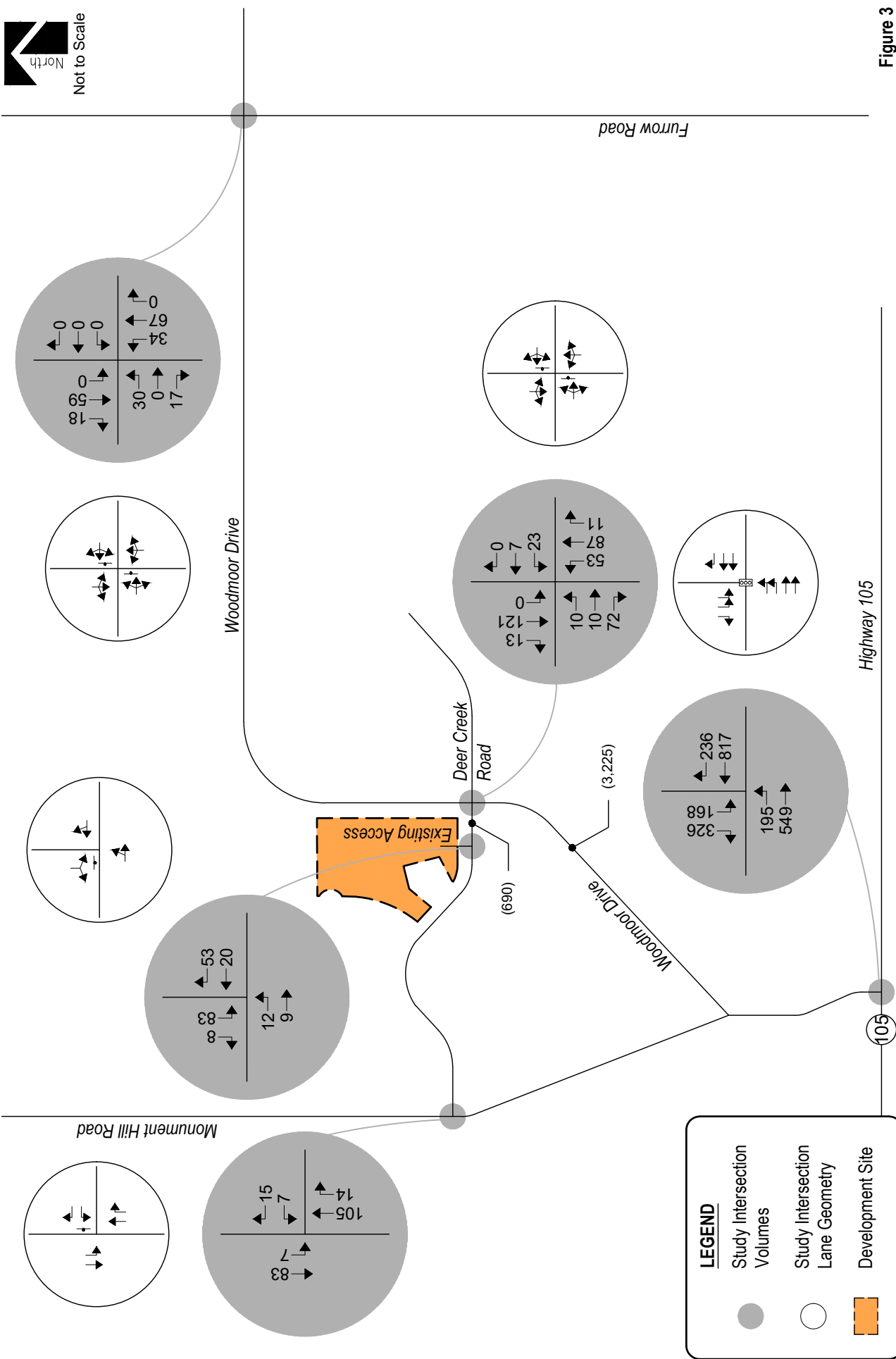


Figure 3
EXISTING TRAFFIC
Volumes & Intersection Geometry
Sunday Peak Traffic Hour
(ADT) : Average Daily Traffic

Peak Hour Intersection Levels of Service – Existing Traffic

The Signalized, Unsignalized, and Roundabout Intersection Analysis techniques, as published in the Highway Capacity Manual (HCM), 7th Edition, by the Transportation Research Board and as incorporated into the SYNCHRO computer program, were used to analyze the study intersections for existing and future traffic conditions. These nationally accepted techniques allow for the determination of intersection level of service (LOS) based on the congestion, delay of each traffic movement, volume to capacity ratio, and control delay for each approach.

Pursuant to Section B.4.1.A of the County's ECM, the design objective of each scenario of this study shall be level of service "D". Level of service is a method of measurement used by transportation professionals to quantify a driver's perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from "A" which indicates little, if any, vehicle delay, to "F" which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix B and have been used throughout this study.

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

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

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic

INTERSECTION LANE GROUPS	LEVEL OF SERVICE
	SUNDAY PEAK HOUR
State Highway 105 / Woodmoor Drive (Signalized)	B (17.9)
Woodmoor Drive / Deer Creek Road (Stop-Controlled)	
Eastbound Left, Through, and Right	B
Westbound Left, Through, and Right	B
Northbound Left, Through, and Right	A
Southbound Left, Through, and Right	A
Monument Hill Road / Deer Creek Road (Stop-Controlled)	
Westbound Left	A
Westbound Right	A
Southbound Left	A
Woodmoor Drive / Furrow Road (Stop-Controlled)	
Eastbound Left, Through, and Right	A
Westbound Left, Through, and Right	A
Northbound Left, Through, and Right	A
Southbound Left, Through, and Right	A
Deer Creek Road / Existing Access (Stop-Controlled)	
Eastbound Left and Through	A
Southbound Left and Right	A

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

Existing Traffic Analysis Results

Under existing conditions, operational analysis shows that the signalized intersection of State Highway 105 with Woodmoor Drive has overall operations at LOS B during the Sunday peak traffic hour.

The unsignalized intersection of Woodmoor Drive and Deer Creek Road has turn movement operations at or better than LOS B during the Sunday peak traffic hour.

All other stop-controlled intersections have turn movement operations at LOS A during the Sunday peak traffic hour.

III. Future Traffic Conditions Without Proposed Development

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

To account for projected increases in background traffic for Years 2028 and 2045, a compounded annual growth rate was determined using historical traffic data provided by CDOT's Online Transportation Information System (OTIS) along the adjacent segment of State Highway 105, which shows a 20-year growth rate between one and two percent. Therefore, in order to provide for a conservative analysis, a growth rate of approximately two percent was applied to existing traffic volumes.

It is important to note that ingress and egress traffic volumes along Deer Creek Road at the existing access drive are not subject to annual growth patterns since the access drive does not provide connection to other roadways, therefore does not serve regional traffic.

Pursuant to the area roadways discussed in Section I, Year 2028 and Year 2045 background traffic conditions assume the construction of a roundabout at the intersection of Woodmoor Drive and Deer Creek Road.

Projected background traffic volumes and intersection geometry for Years 2028 and 2045 are shown in Figure 4 and Figure 5, respectively.

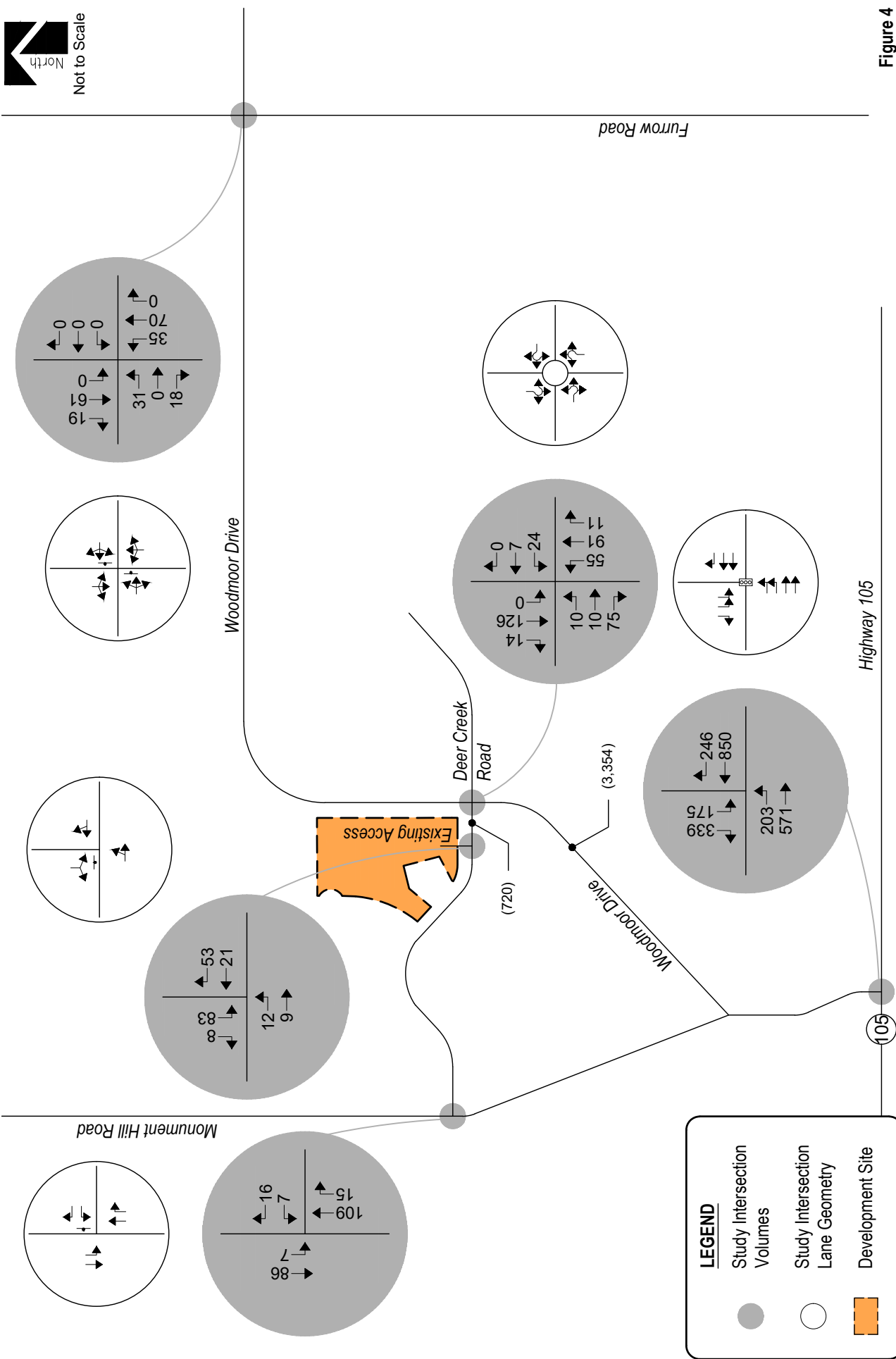


Figure 4
BACKGROUND TRAFFIC - YEAR 2028
Volumes & Intersection Geometry
Sunday Peak Traffic Hour
(ADT) : Average Daily Traffic

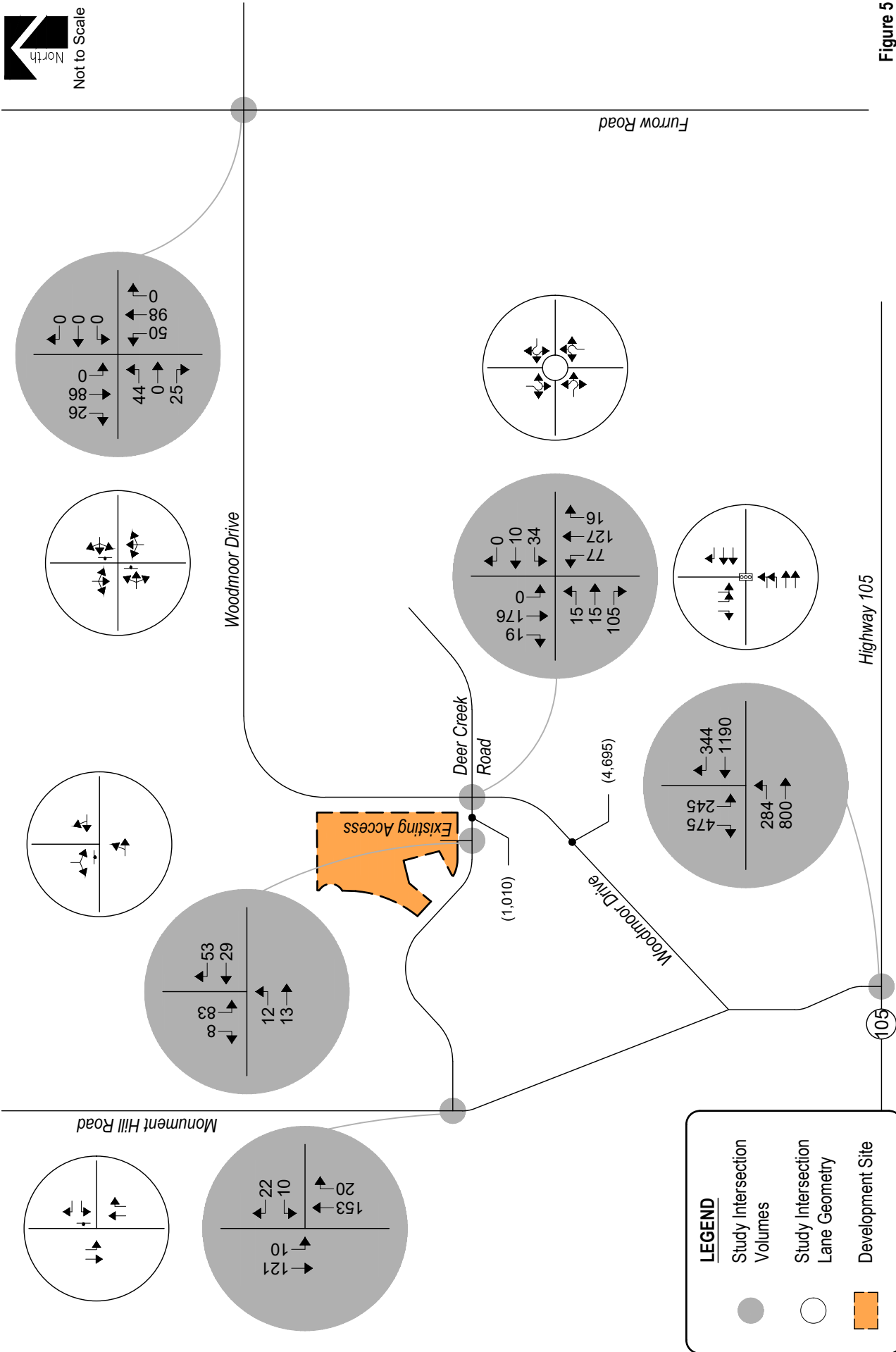


Figure 5
BACKGROUND TRAFFIC - YEAR 2045
 Volumes & Intersection Geometry
 Sunday Peak Traffic Hour
 (ADT) : Average Daily Traffic



Peak Hour Intersection Levels of Service – Background Traffic

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

Background traffic level of service analysis results for Year 2028 are listed in Table 2. Year 2045 operational results are summarized in Table 3.

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

Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2028

INTERSECTION LANE GROUPS	LEVEL OF SERVICE
	SUNDAY PEAK HOUR
State Highway 105 / Woodmoor Drive (Signalized)	B (18.2)
Woodmoor Drive / Deer Creek Road (Roundabout)	
Eastbound Left, Through, and Right	A
Westbound Left, Through, and Right	A
Northbound Left, Through, and Right	A
Southbound Left, Through, and Right	A
Monument Hill Road / Deer Creek Road (Stop-Controlled)	
Westbound Left	A
Westbound Right	A
Southbound Left	A
Woodmoor Drive / Furrow Road (Stop-Controlled)	
Eastbound Left, Through, and Right	A
Westbound Left, Through, and Right	A
Northbound Left, Through, and Right	A
Southbound Left, Through, and Right	A
Deer Creek Road / Existing Access (Stop-Controlled)	
Eastbound Left and Through	A
Southbound Left and Right	A

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

Background Traffic Analysis Results – Year 2028

Year 2028 background traffic analysis indicates that the signalized intersection of State Highway 105 with Woodmoor Drive has projected overall operations at LOS B during the Sunday peak traffic hour.

The roundabout intersection of Woodmoor Drive and Deer Creek Road is anticipated to have turn movement operations at LOS A during the Sunday peak traffic hour.

All stop-controlled intersections within the study area are projected to have turn movement operations at LOS A during the Sunday peak traffic hour.

Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2045

INTERSECTION LANE GROUPS	LEVEL OF SERVICE
	SUNDAY PEAK HOUR
State Highway 105 / Woodmoor Drive (Signalized)	C (22.1)
Woodmoor Drive / Deer Creek Road (Roundabout)	
Eastbound Left, Through, and Right	A
Westbound Left, Through, and Right	A
Northbound Left, Through, and Right	A
Southbound Left, Through, and Right	A
Monument Hill Road / Deer Creek Road (Stop-Controlled)	
Westbound Left	B
Westbound Right	A
Southbound Left	A
Woodmoor Drive / Furrow Road (Stop-Controlled)	
Eastbound Left, Through, and Right	B
Westbound Left, Through, and Right	A
Northbound Left, Through, and Right	A
Southbound Left, Through, and Right	A
Deer Creek Road / Existing Access (Stop-Controlled)	
Eastbound Left and Through	A
Southbound Left and Right	A

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

Roundabout Intersection: Level of Service

Stop-Controlled Intersection: Level of Service

Background Traffic Analysis Results – Year 2045

By Year 2045 and without the proposed development, the study intersection of State Highway 105 with Woodmoor Drive is projected to have overall operations at LOS C during the Sunday peak traffic hour.

The roundabout intersection of Woodmoor Drive and Deer Creek Road is expected to have turn movement operations at LOS A during the Sunday peak traffic hour.

The stop-controlled intersection of Monument Hill Road and Deer Creek Road is anticipated to have turn movement operations at LOS B or better during the Sunday peak traffic hour.

The stop-controlled intersection of Woodmoor Drive and Furrow Road is projected to have turn movement operations at or better than LOS B during the Sunday peak traffic hour.

The stop-controlled intersection of Deer Creek Road and Existing Access is expected to have turn movement operations at LOS A.

These intersection operations are similar to existing conditions.

IV. Proposed Project Traffic

Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 12th Edition, were applied to the proposed land use in order to estimate the average daily traffic (ADT) and Sunday Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use code 565 (Church) was used for estimating trip generation because of its conservative rates and best fit to the proposed land use description.

It is further emphasized that trip generation was evaluated using only Sunday rates, as the Ascent Church is not anticipated to operate during weekdays.

Trip generation rates used in this study are presented in Table 4.

Table 4 – Trip Generation Rates

ITE CODE LAND USE UNIT			TRIP GENERATION RATES		
			SUNDAY		
			24 HOUR	PEAK HOUR OF GENERATOR	
				ENTER	EXIT TOTAL
560	Church	STS	2.21	0.26	0.28 0.54

Key: STS = Seats.

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

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

Table 5 – Trip Generation Summary

ITE CODELAND USESIZE				TOTAL TRIPS GENERATED			
				24 HOUR	PEAK HOUR OF GENERATOR		
					ENTER	EXIT	TOTAL
<u>Site Development - Existing</u>							
560	Church	334 STS	738	88	92	180	
Existing Total:			738	88	92	180	
<u>Site Development - Proposed Addition</u>							
560	Church	582 STS	1,286	154	160	314	
Proposed Addition Total:			1,286	154	160	314	
Existing + Proposed Addition Total:			2,024	242	252	495	

Key: STS = Seats.

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

Upon build-out, Table 5 illustrates that the proposed development addition has the potential to generate approximately 2,024 daily vehicle trips with 495 of those occurring during the Sunday peak hour. Compared to the existing development, this addition represents a potential increase in site traffic generation of approximately 1,286 daily trips with 314 of those occurring during the Sunday peak hour.

Adjustments to Trip Generation Rates

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

Trip Distribution

The overall directional distribution of site-generated traffic was determined based on the location of development site within the County, proposed and existing area land uses, allowed turning movements, available roadway network, and in reference to distribution patterns of existing traffic count data.

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

Trip Assignment

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

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

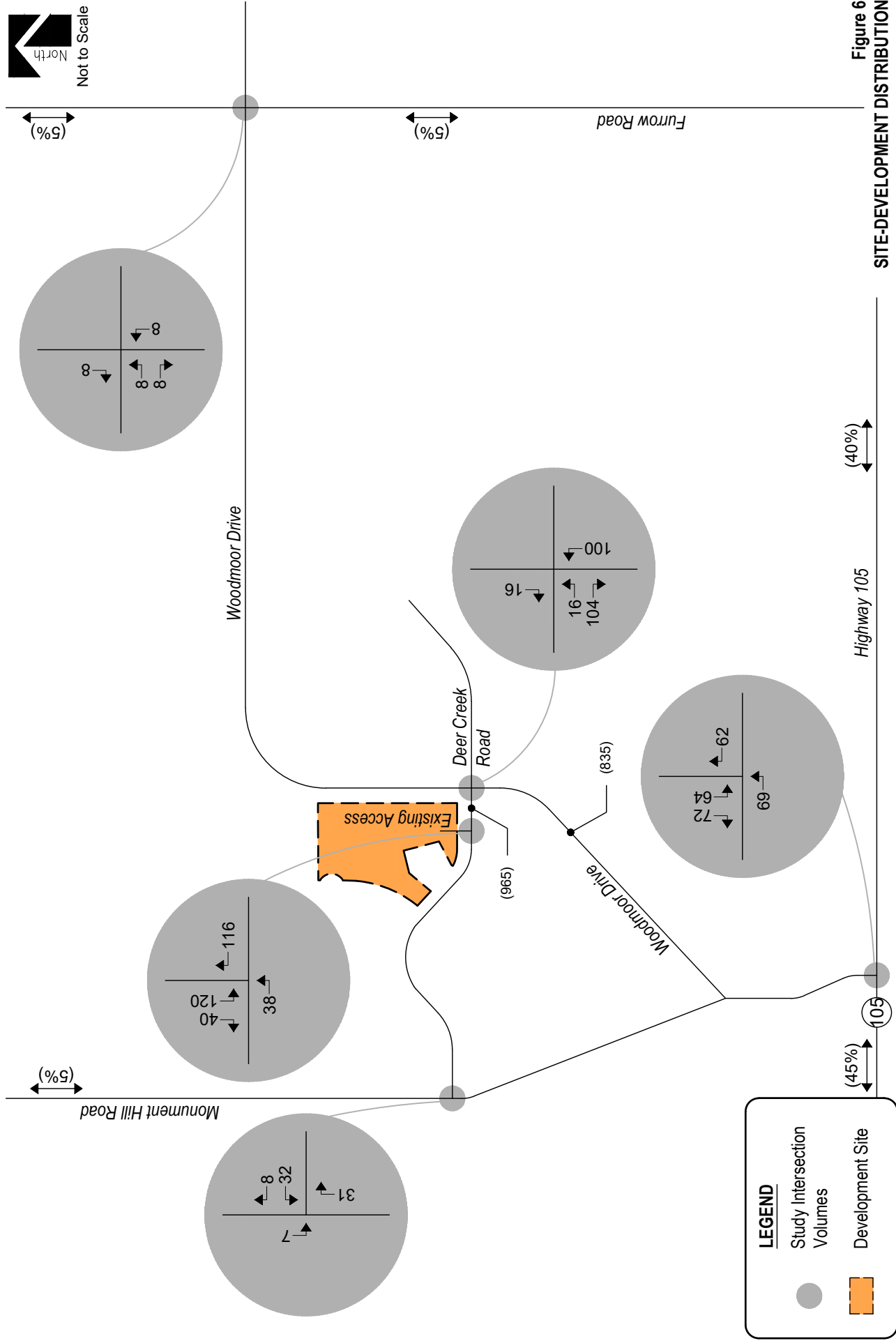


Figure 6
SITE-DEVELOPMENT DISTRIBUTION
 (%) : Overall
SITE-GENERATED TRIPS
 Sunday Peak Traffic Hour
 (ADT) : Average Daily Traffic

V. Future Traffic Conditions With Proposed Development

Total traffic is the traffic projected to be on area roadways with consideration of the proposed development. Total traffic includes background traffic projections for Years 2028 and 2045 with consideration of site-generated traffic. For analysis purposes, it was assumed that development construction would be completed by end of Year 2028.

Pursuant to area roadway improvement discussions provided in Section III, Year 2028 and Year 2045 total traffic conditions assume that the intersection of Woodmoor Drive and Deer Creek Road operates under roundabout-control.

Total Traffic Auxiliary Lane Analysis

Auxiliary lanes for the site development access drive was evaluated and was based on the County's ECM.

Considering development build-out, an evaluation of auxiliary lane requirements, pursuant to Section 2.3.7.D, reveals that an eastbound left turn deceleration lane along Deer Creek Road at Existing Access may be required since the development's projected peak hour left turn ingress volume exceeds the County's threshold of 25 vehicles per hour.

Similarly, a westbound right turn deceleration lane may be required as the development's projected peak hour right turn ingress volume exceeds the County's threshold of 50 vehicles per hour.

In order to provide a conservative analysis, these exclusive turn lanes were not modeled.

Projected Year 2028 total traffic volumes and intersection geometry are shown in Figure 7.

Figure 8 shows projected total traffic volumes and intersection geometry for Year 2045.

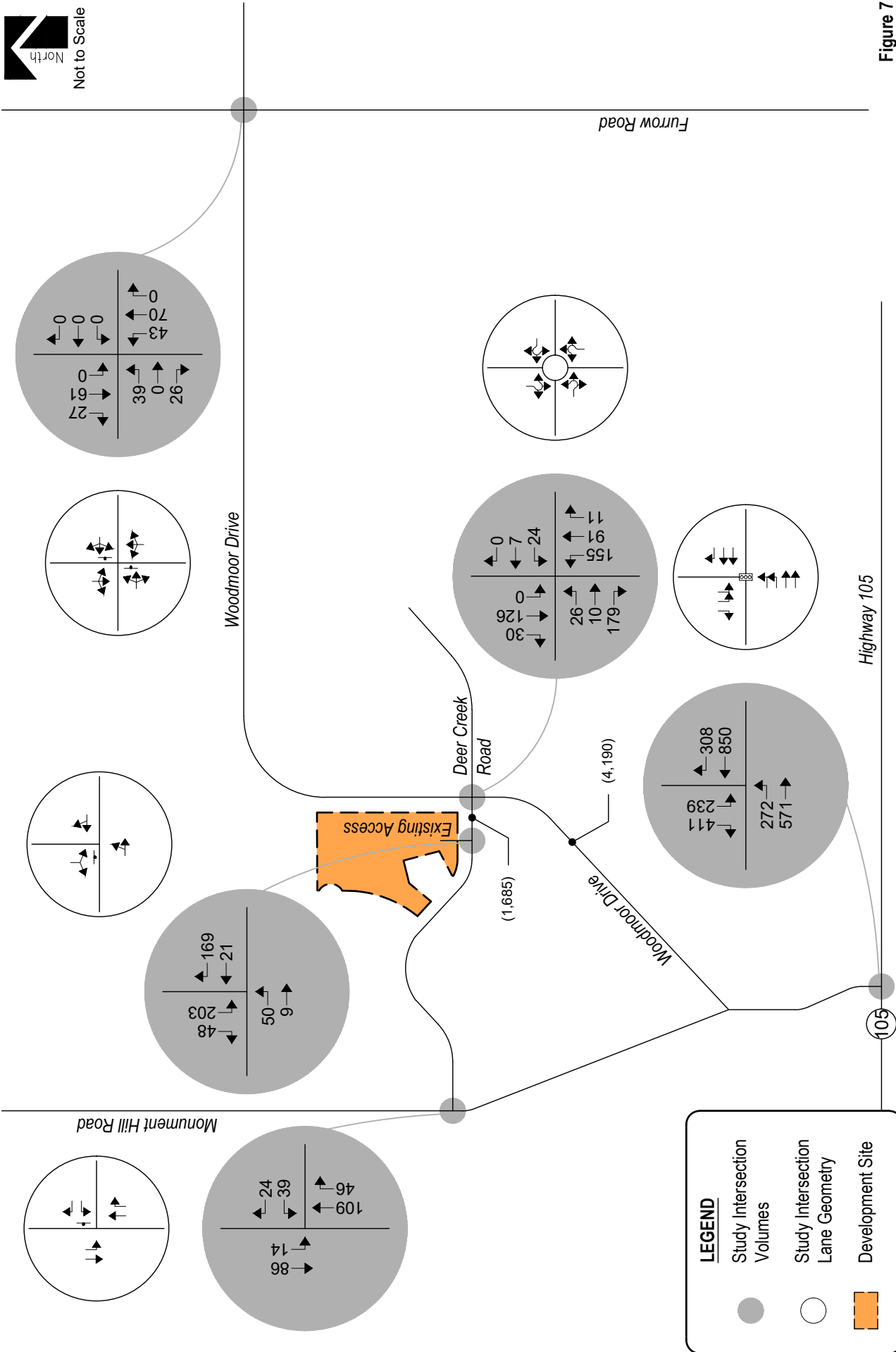


Figure 7
TOTAL TRAFFIC - YEAR 2028
 Volumes & Intersection Geometry
 Sunday Peak Traffic Hour
 (ADT) : Average Daily Traffic



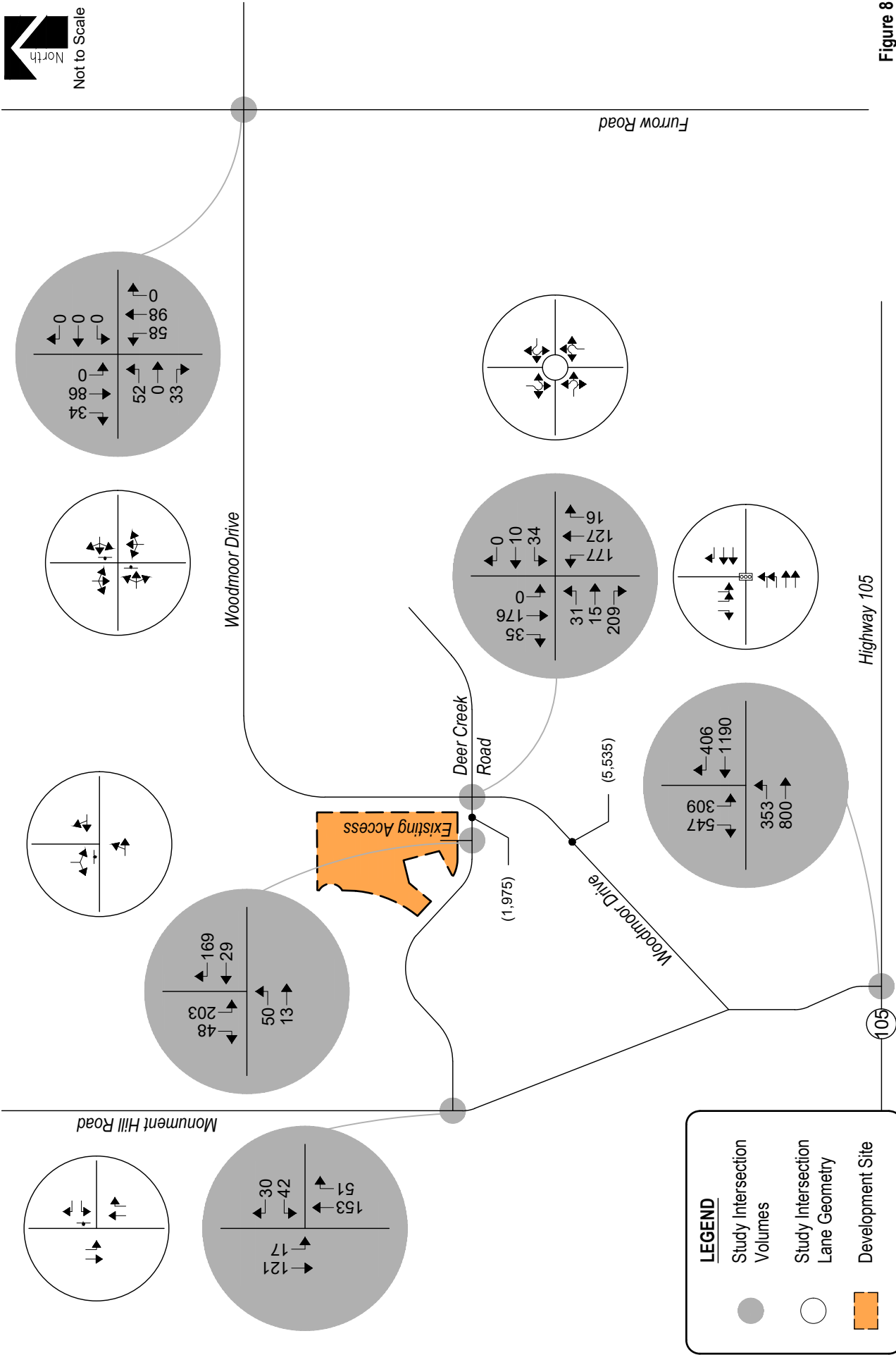


Figure 8
TOTAL TRAFFIC - YEAR 2045
 Volumes & Intersection Geometry
 Sunday Peak Traffic Hour
 (ADT) : Average Daily Traffic

Peak Hour Intersection Levels of Service – Total Traffic

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. The analyses and procedures were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical Sunday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of Sunday operations only.

Total traffic level of service analysis results for Years 2028 and 2045 are summarized in Table 6 and Table 7, respectively.

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

Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2028

INTERSECTION LANE GROUPS	LEVEL OF SERVICE
	SUNDAY PEAK HOUR
State Highway 105 / Woodmoor Drive (Signalized)	C (20.4)
Woodmoor Drive / Deer Creek Road (Roundabout)	
Eastbound Left, Through, and Right	A
Westbound Left, Through, and Right	A
Northbound Left, Through, and Right	A
Southbound Left, Through, and Right	A
Monument Hill Road / Deer Creek Road (Stop-Controlled)	
Westbound Left	B
Westbound Right	A
Southbound Left	A
Woodmoor Drive / Furrow Road (Stop-Controlled)	
Eastbound Left, Through, and Right	B
Westbound Left, Through, and Right	A
Northbound Left, Through, and Right	A
Southbound Left, Through, and Right	A
Deer Creek Road / Existing Access (Stop-Controlled)	
Eastbound Left and Through	A
Southbound Left and Right	B

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

Roundabout Intersection: Level of Service

Stop-Controlled Intersection: Level of Service

Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2045

INTERSECTION LANE GROUPS	LEVEL OF SERVICE
	SUNDAY PEAK HOUR
State Highway 105 / Woodmoor Drive (Signalized)	C (25.6)
Woodmoor Drive / Deer Creek Road (Roundabout)	
Eastbound Left, Through, and Right	A
Westbound Left, Through, and Right	A
Northbound Left, Through, and Right	A
Southbound Left, Through, and Right	A
Monument Hill Road / Deer Creek Road (Stop-Controlled)	
Westbound Left	B
Westbound Right	A
Southbound Left	A
Woodmoor Drive / Furrow Road (Stop-Controlled)	
Eastbound Left, Through, and Right	B
Westbound Left, Through, and Right	A
Northbound Left, Through, and Right	A
Southbound Left, Through, and Right	A
Deer Creek Road / Existing Access (Stop-Controlled)	
Eastbound Left and Through	A
Southbound Left and Right	B

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

Roundabout Intersection: Level of Service

Stop-Controlled Intersection: Level of Service

Total Traffic Analysis Results Upon Development Build-Out

Table 7 illustrates how, by Year 2045 and upon development build-out, the signalized intersection of State Highway 105 with Woodmoor Drive continues to anticipate overall operations at LOS C during the Sunday peak traffic hour.

The roundabout intersection of Woodmoor Drive and Deer Creek Road continues to expect turn movement operations at LOS A during the Sunday peak traffic hour.

The stop-controlled intersection of Monument Hill Road and Deer Creek Road continues to project turn movement operations at or better than LOS B during the Sunday peak traffic hour.

The stop-controlled intersection of Woodmoor Drive and Furrow Drive continues to anticipate turn movement operations at LOS B or better during the Sunday peak traffic hour.

The stop-controlled intersection of Deer Creek Road and Existing Access continues to expect turn movement operations at or better than LOS B during the Sunday peak traffic hour.

These intersection operations are similar to background conditions.

VI. Project Impacts

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

Queue Length Analysis

Queue lengths for the study intersections were analyzed Year 2045 background and total traffic conditions. The analysis yields estimate of 95th percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. An average vehicle length of 25 feet was assumed. Queue lengths were modeled and are included with the Synchro worksheets in Appendix C.

In general, auxiliary lane lengths are recommended to accommodate CDOT and the County's minimum turn lane lengths or accommodate long-term 95th percentile vehicle queues, whichever is greater.

Table 8 summarizes the 95th percentile queue results in comparison to the projected storage requirements for turn movements within study area for Year 2045.

Table 8 – Turn Lane Queues and Storage Requirements – Year 2045

Intersection	Turn Movement		Existing Turn Lane Length (feet)	Background 2045	Total 2045	Recommended
				Sunday Peak Hour (feet)	Sunday Peak Hour (feet)	Turn Lane Length (feet)
Signalized Intersections						
State Highway 105 / Woodmoor Drive	EB	L	305' x2	126'	155'	305' x2
		T	-	102'	102'	-
	WB	T	-	450'	450'	-
		R	315'	50'	52'	315'
	SB	L	-	129'	187'	-
		R	205'	405'	551'	205'
Roundabout Intersections						
Woodmoor Drive / Deer Creek Road	EB	L,T,R	-	0'	25'	-
	WB	L,T,R	-	0'	0'	-
	NB	L,T,R	-	25'	25'	-
	SB	L,T,R	-	25'	25'	-
Stop-Controlled Intersections						
Monument Hill Road / Deer Creek Road	WB	L	-	0'	5'	-
		R	90'	3'	3'	90'
	NB	T	-	0'	0'	-
		R	220'	0'	0'	220'
	SB	L	470'	0'	0'	470'
		T	-	0'	0'	-
Woodmoor Drive / Furrow Road	EB	L,T,R	-	10'	13'	-
	WB	L,T,R	-	0'	0'	-
	NB	L,T,R	-	3'	3'	-
	SB	L,T,R	-	0'	0'	-
Deer Creek Road / Existing Access	EB	L,T	-	0'	3'	-
	WB	T,R	-	0'	0'	-
	SB	L,R	-	10'	43'	-

Note: Turn Lane Length does not include taper length.

Key: x2 = Dual Turn Lanes.

As Table 8 shows, the majority of turn lane lengths at the study intersections have sufficient storage to accommodate future traffic volumes. However, at the State Highway 105 and Woodmoor Drive intersection, significant vehicle queueing was indicated for the southbound right turn movement which has the potential to extend beyond the existing turn lane length. However, it is acknowledged that roadway constraints limit the ability to lengthen this existing turn lane due to the proximity of Lake Woodmoor Drive. Provision of a second southbound right turn lane along Woodmoor Drive at State Highway 105 is a possible measure of mitigation to projected vehicle queueing. Intersection capacity worksheets developed for this mitigated scenario are provided in Appendix D.

Development Impacts

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system upon roadway and intersection control improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2045 background traffic conditions.

Recommended Improvements

Roadway and intersection improvement recommendations were assessed pursuant to roadway descriptions discussed in Section I, projected peak hour traffic volumes, level of service results, projected 95th percentile queue lengths, and per requirements defined within the County's ECM.

It is emphasized that while exclusive left and right turn deceleration lanes along Deer Creek Road at Existing Access are warranted from a vehicle-volume perspective, intersection operations report LOS B or better during peak traffic periods without provision of these turn lanes. Therefore, exclusive turn lanes are not being recommended as they are not needed to support intersection operations. This would also provide consistency with intersection geometry along Deer Creek Road.

Additionally, significant vehicle queuing was indicated for the southbound right turn movement along Woodmoor Drive approaching State Highway 105. A second southbound right turn lane is being recommended as a method of mitigating this projected vehicle queue.

VII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled The Ascent Church SDP. This proposed institutional development consisted of an approximate 21,600 square foot addition to the existing approximate 23,600 square foot Ascent Church. This development is located on the northwest corner of Woodmoor Drive and Deer Creek Road in El Paso County, Colorado.

The study area to be examined in this analysis encompassed the area bounded by State Highway 105 north to Woodmoor Drive and Monument Hill Road east to Furrow Road.

Analysis was conducted for critical Sunday Peak Hour traffic operations for existing traffic conditions, Year 2028 and Year 2045 background traffic conditions, and Year 2028 and Year 2045 total traffic conditions.

Analysis of existing traffic conditions indicates that all signalized intersections operate under LOS B conditions during their respective peak hour periods, while all stop-controlled intersections operate with turn movements at or better than LOS B during the Sunday peak traffic period.

Under Year 2028 and 2045 background traffic conditions, operational analysis shows that all signalized intersections are projected to operate with LOS C operations during peak traffic periods. All stop-controlled intersections anticipate turn movement operations at or better than LOS B during the Sunday peak traffic period.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system upon intersection control improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2045 background traffic conditions. The existing site access is anticipated to have long-term operations at LOS B or better during peak traffic periods and upon build-out.

APPENDIX A

**Traffic Count Data
Signal Timing Information**



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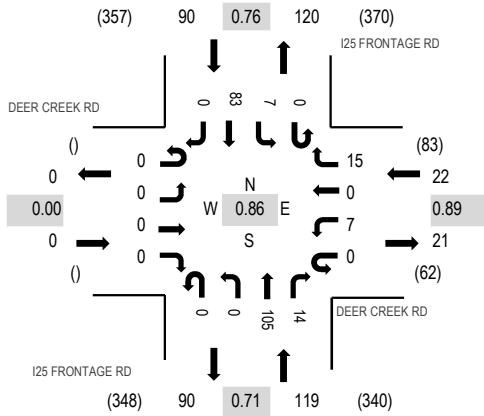
Location: 1 I25 FRONTAGE RD & DEER CREEK RD AM

Date: Sunday, June 21, 2026

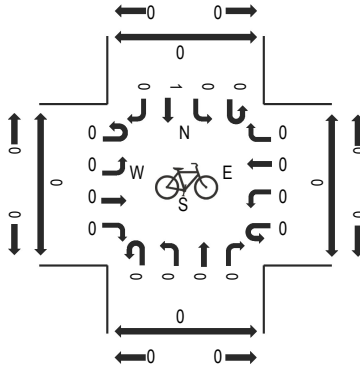
Peak Hour: 11:45 AM - 12:45 PM

Peak 15-Minutes: 11:45 AM - 12:00 PM

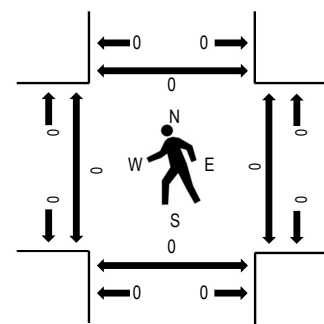
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DEER CREEK RD Eastbound				DEER CREEK RD Westbound				I25 FRONTAGE RD Northbound				I25 FRONTAGE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
10:00 AM	0	0	0	0	0	3	0	2	0	0	12	0	0	1	24	0	42	200	0	0	0	0
10:15 AM	0	0	0	0	0	4	0	5	0	0	12	1	0	7	31	0	60	215	0	0	0	0
10:30 AM	0	0	0	0	0	3	0	8	0	0	15	0	0	10	19	0	55	199	0	0	0	0
10:45 AM	0	0	0	0	0	4	0	6	0	0	13	1	0	2	17	0	43	173	0	0	0	0
11:00 AM	0	0	0	0	0	3	0	6	0	0	17	1	0	2	28	0	57	197	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	18	1	0	1	24	0	44	205	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	1	0	0	14	1	0	0	12	0	29	208	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	6	0	0	26	4	0	1	30	0	67	231	0	0	0	0
12:00 PM	0	0	0	0	0	2	0	4	0	0	39	3	0	2	15	0	65	211	0	0	0	0
12:15 PM	0	0	0	0	0	2	0	4	0	0	18	4	0	3	16	0	47	205	0	0	0	0
12:30 PM	0	0	0	0	0	3	0	1	0	0	22	3	0	1	22	0	52	197	0	0	0	0
12:45 PM	0	0	0	0	0	3	0	3	0	0	18	2	0	2	19	0	47	180	0	0	0	0
1:00 PM	0	0	0	0	0	1	0	1	0	0	32	1	0	3	21	0	59	172	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	3	0	0	21	0	0	1	14	0	39		0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	2	14	0	35		0	0	0	0
1:45 PM	0	0	0	0	0	0	0	4	0	0	20	2	0	0	13	0	39		0	0	0	0
Count Total	0	0	0	0	0	29	0	54	0	0	316	24	0	38	319	0	780		0	0	0	0
Peak Hour	0	0	0	0	0	7	0	15	0	0	105	14	0	7	83	0	231		0	0	0	0



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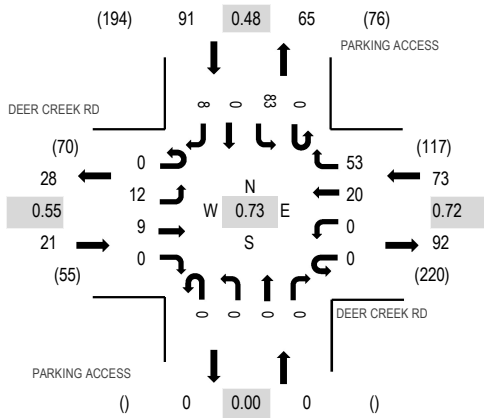
Location: 2 PARKING ACCESS & DEER CREEK RD AM

Date: Sunday, June 21, 2026

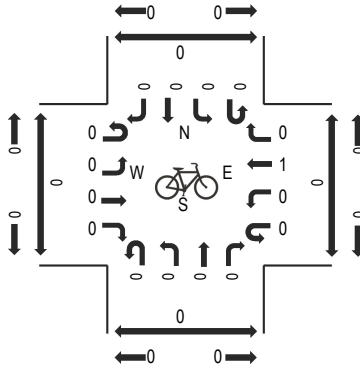
Peak Hour: 10:00 AM - 11:00 AM

Peak 15-Minutes: 10:15 AM - 10:30 AM

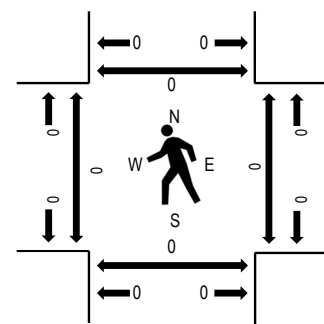
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DEER CREEK RD Eastbound				DEER CREEK RD Westbound				PARKING ACCESS Northbound				PARKING ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
10:00 AM	0	1	0	0	0	0	1	3	0	0	0	0	0	23	0	2	30	185	0	0	0	0
10:15 AM	0	2	5	0	0	0	9	11	0	0	0	0	0	34	0	2	63	171	0	0	0	0
10:30 AM	0	9	1	0	0	0	4	24	0	0	0	0	0	19	0	3	60	109	0	0	0	0
10:45 AM	0	0	3	0	0	0	6	15	0	0	0	0	0	7	0	1	32	51	0	0	0	0
11:00 AM	0	0	2	0	0	0	8	4	0	0	0	0	0	2	0	0	16	60	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	103	0	0	0	0
11:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	125	0	0	0	0
11:45 AM	0	0	6	0	0	0	5	2	0	0	0	0	0	27	0	1	41	131	0	0	0	0
12:00 PM	0	0	5	0	0	0	4	2	0	0	0	0	0	45	0	3	59	100	0	0	0	0
12:15 PM	0	0	7	0	0	0	2	2	0	0	0	0	0	9	0	3	23	46	0	0	0	0
12:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	3	0	1	8	30	0	0	0	0
12:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	5	0	0	10	25	0	0	0	0
1:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	1	0	0	5	21	0	0	0	0
1:15 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	2	0	0	7		0	0	0	0
1:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3		0	0	0	0
1:45 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6		0	0	0	0
Count Total	0	13	42	0	0	0	54	63	0	0	0	0	0	178	0	16	366		0	0	0	0
Peak Hour	0	12	9	0	0	0	20	53	0	0	0	0	0	83	0	8	185		0	0	0	0



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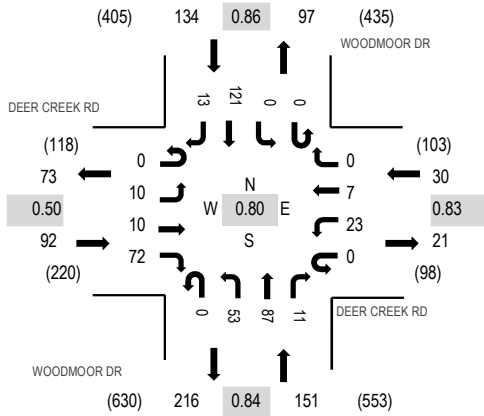
Location: 3 WOODMOOR DR & DEER CREEK RD AM

Date: Sunday, June 21, 2026

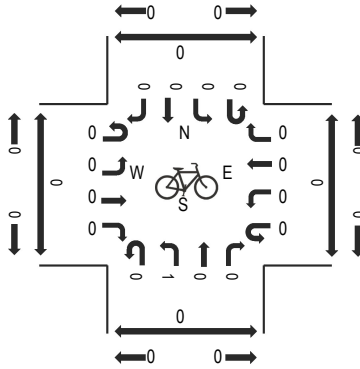
Peak Hour: 10:00 AM - 11:00 AM

Peak 15-Minutes: 10:15 AM - 10:30 AM

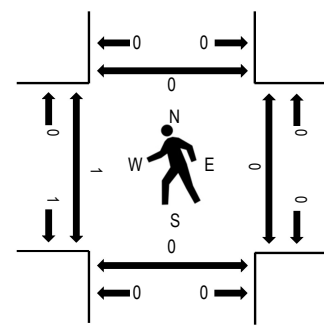
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DEER CREEK RD Eastbound				DEER CREEK RD Westbound				WOODMOOR DR Northbound				WOODMOOR DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
10:00 AM	0	2	1	19	0	3	1	0	0	2	12	1	0	0	36	1	78	407	1	0	0	0
10:15 AM	0	5	4	31	0	6	3	0	0	12	23	4	0	0	34	5	127	393	0	0	0	0
10:30 AM	0	1	4	15	0	8	1	0	0	23	25	2	0	0	24	4	107	316	0	0	0	0
10:45 AM	0	2	1	7	0	6	2	0	0	16	27	4	0	0	27	3	95	267	0	0	0	0
11:00 AM	0	0	0	4	0	2	1	0	0	10	17	4	0	0	25	1	64	280	0	0	0	0
11:15 AM	0	0	0	1	0	6	0	0	0	0	25	3	0	0	15	0	50	338	0	0	0	0
11:30 AM	0	0	0	0	0	5	0	0	0	2	26	5	0	1	19	0	58	375	0	0	0	0
11:45 AM	0	6	2	23	0	7	1	0	0	4	31	5	0	0	27	2	108	396	0	0	0	0
12:00 PM	0	7	3	42	0	1	0	1	0	4	37	10	0	0	15	2	122	353	0	0	0	0
12:15 PM	0	6	1	9	0	6	0	0	0	2	34	6	0	1	20	2	87	282	0	0	0	0
12:30 PM	0	1	1	4	0	7	0	2	0	1	32	5	0	0	26	0	79	256	0	0	0	0
12:45 PM	0	2	0	6	0	5	0	0	0	1	23	8	0	0	19	1	65	238	0	0	0	0
1:00 PM	0	1	1	2	0	6	0	0	0	0	17	4	0	0	20	0	51	241	0	0	0	0
1:15 PM	0	1	0	2	0	4	1	1	0	1	21	4	0	0	24	2	61		1	0	0	0
1:30 PM	0	1	0	1	0	9	0	1	0	1	23	5	0	1	19	0	61		0	0	0	0
1:45 PM	0	0	0	1	0	5	2	0	0	3	22	6	0	1	27	1	68		0	0	0	0
Count Total	0	35	18	167	0	86	12	5	0	82	395	76	0	4	377	24	1,281		2	0	0	0
Peak Hour	0	10	10	72	0	23	7	0	0	53	87	11	0	0	121	13	407		1	0	0	0



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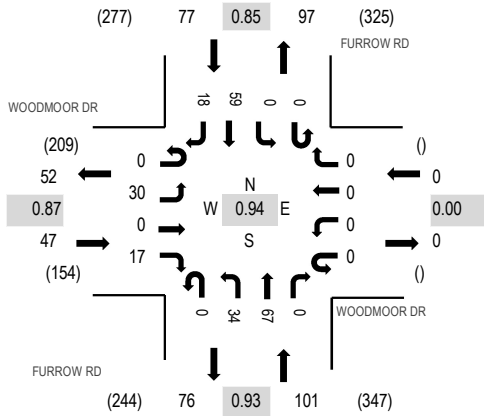
Location: 5 FURROW RD & WOODMOOR DR AM

Date: Sunday, June 21, 2026

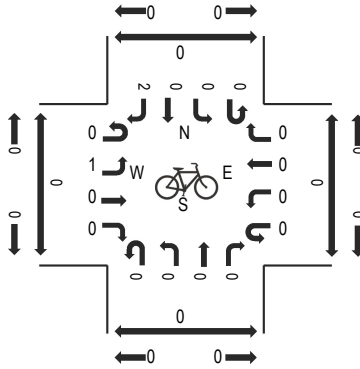
Peak Hour: 11:15 AM - 12:15 PM

Peak 15-Minutes: 12:00 PM - 12:15 PM

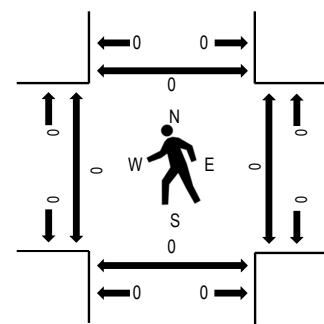
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WOODMOOR DR Eastbound				WOODMOOR DR Westbound				FURROW RD Northbound				FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
10:00 AM	0	0	0	1	0	0	0	0	0	4	6	0	0	0	6	7	24	166	0	0	0	0
10:15 AM	0	6	0	5	0	0	0	0	0	7	12	0	0	0	9	7	46	194	0	0	0	0
10:30 AM	0	7	0	6	0	0	0	0	0	1	17	0	0	0	7	9	47	206	0	0	0	0
10:45 AM	0	4	0	4	0	0	0	0	0	5	11	0	0	0	12	13	49	217	0	0	0	0
11:00 AM	0	6	0	1	0	0	0	0	0	8	21	0	0	0	9	7	52	217	0	0	0	2
11:15 AM	0	5	0	5	0	0	0	0	0	7	20	0	0	0	15	6	58	225	0	0	0	0
11:30 AM	0	6	0	2	0	0	0	0	0	13	14	0	0	0	17	6	58	224	0	0	0	0
11:45 AM	0	9	0	6	0	0	0	0	0	7	18	0	0	0	8	1	49	216	0	0	0	0
12:00 PM	0	10	0	4	0	0	0	0	0	7	15	0	0	0	19	5	60	209	0	0	0	0
12:15 PM	0	5	0	8	0	0	0	0	0	5	16	0	0	0	15	8	57	200	0	0	0	0
12:30 PM	0	7	0	3	0	0	0	0	0	8	13	0	0	0	13	6	50	191	0	0	0	0
12:45 PM	0	6	0	6	0	0	0	0	0	6	13	0	0	0	9	2	42	181	0	0	0	0
1:00 PM	0	4	0	6	0	0	0	0	0	9	14	0	0	0	9	9	51	186	0	0	0	0
1:15 PM	0	2	0	5	0	0	0	0	0	10	18	0	0	0	10	3	48		0	0	0	0
1:30 PM	0	2	0	4	0	0	0	0	0	3	13	0	0	0	11	7	40		0	0	0	0
1:45 PM	0	4	0	5	0	0	0	0	0	5	21	0	0	0	4	8	47		0	0	0	0
Count Total	0	83	0	71	0	0	0	0	0	105	242	0	0	0	173	104	778		0	0	0	2
Peak Hour	0	30	0	17	0	0	0	0	0	34	67	0	0	0	59	18	225		0	0	0	0

Vehicle Volume Report - Hourly

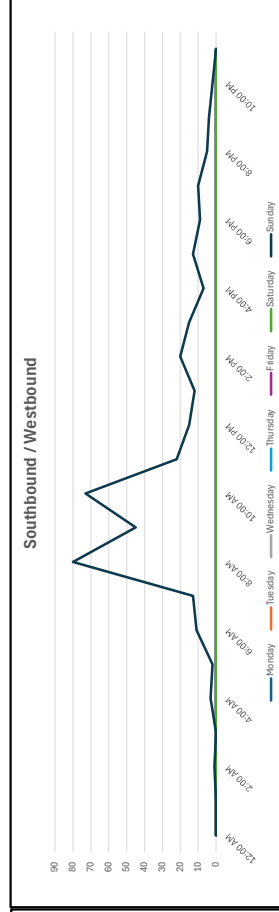
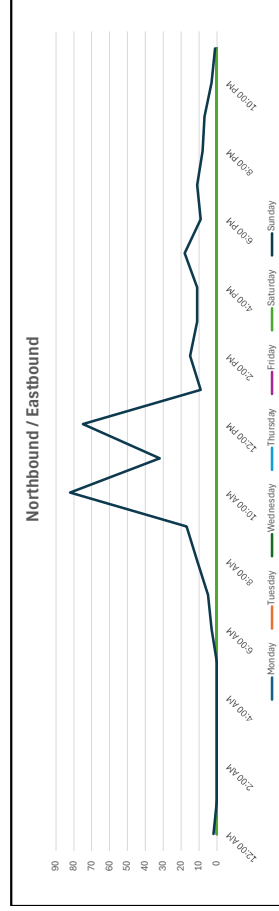
Site Description: DEER CREEK RD W.O. WOODMOOR DR

Site Number: 6

Start Date: 06/21/2026

End Date: 06/21/2026

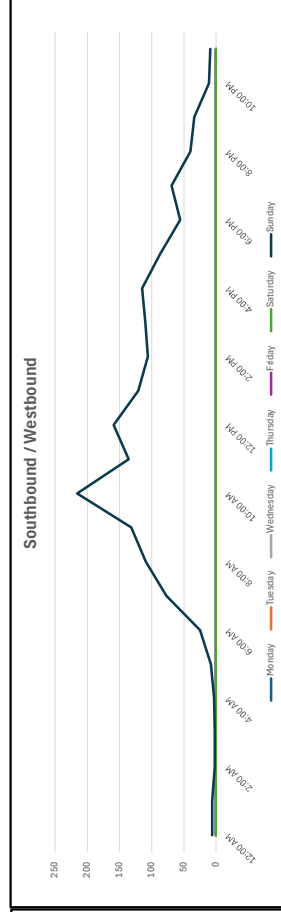
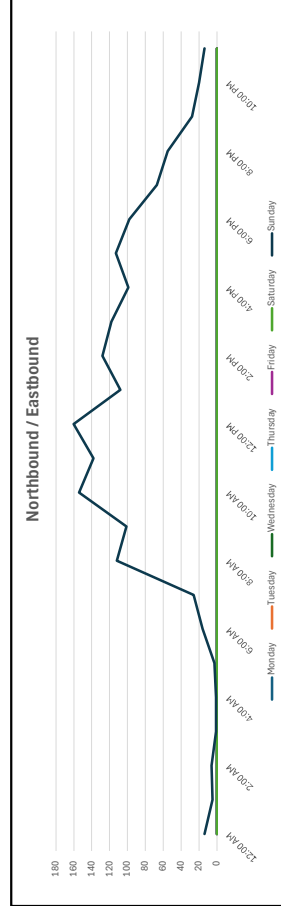
Time	Monday 6/22/26			Tuesday 6/23/26			Wednesday 6/24/26			Thursday 6/25/26			Friday 6/26/26			Saturday 6/27/26			Sunday 6/28/26			3 Day Avg Tue-Thu			5 Day Avg Mon-Fri			7 Day Avg Mon-Sun		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	11	14	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	13	18	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	80	91	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	45	62	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	73	155	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	22	54	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	15	90	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	12	21	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	20	35	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	15	26	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	7	18	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	13	31	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	9	18	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	5	13	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	4	11	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	104	123	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	35	75	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	298	335	633	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	330	362	692	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47.7%	52.3%	100.0%	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10:00 AM	11:00 AM	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12:00 PM	1:00 PM	-	-	-	-	-	-	-	-	-	-



Vehicle Volume Report - Hourly

Site Description: WOODMOOR DR S.O. DEER CREEK RD
 Site Number: 7
 Start Date: 06/21/2026
 End Date: 06/21/2026

Time	Monday 6/22/26			Tuesday 6/23/26			Wednesday 6/24/26			Thursday 6/25/26			Friday 6/26/26			Saturday 6/27/26			Sunday 6/28/26			3 Day Avg Tue-Thu			5 Day Avg Mon-Fri			7 Day Avg Mon-Sun		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	6	20	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	6	11	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	2	8	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	8	11	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	25	41	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	77	103	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	112	109	221	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101	132	233	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	216	370	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	136	274	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	160	159	319	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	108	121	229	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	106	234	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	118	110	228	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	99	115	214	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	113	87	200	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	98	56	154	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	69	136	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	40	95	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	34	62	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	11	31	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	9	23	-	-	-	-	-	-	-	-	-
6:00 AM - 8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	211	365	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	330	312	642	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1371	1449	2820	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1585	1639	3224	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49.2%	50.8%	100.0%	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10:00 AM	11:00 AM	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12:00 PM	1:00 PM	-	-	-	-	-	-	-	-	-	-





Controller ID	0
Main St.	Hwy 105
Side St.	Woodmoor Dr

Adapter	IP Address	Subnet Mask	Default Gateway	ARP	Mode
1				Disable	Static
2				Disable	Static

Port	Description	Function	Address	Baud	Bits	Stop	Parity	Flow	CTS	RTS
1	Port 2/C21S	None	1	9600	8	1	None	None	0	0
2	Aux_P3/C22S	None	1	9600	8	1	None	None	0	0
3	SDLC Port 1	None	1	9600	8	1	None	None	0	0
4	Com A/C50S	None	1	9600	8	1	None	None	0	0
5	FIO	None	1	9600	8	1	None	None	0	0
6	DISPLAY/C60M	None	1	9600	8	1	None	None	0	0
7	SP7	None	1	9600	8	1	None	None	0	0
8	SP8/Com B	None	1	9600	8	1	None	None	0	0

Startup Flash	0	Auto Ped Clr	Enable	Red Revert	4.0	Backup Time	600	Ext Mode	Disable
All Red Exit	0	Grn Flash Freq.	60	Yel Flash Freq.	60	MCE Enable	Enable	Free Seq.	1
MCE Seq.	1	Start Yellow	0.0	Start Red	0.0	Start Clear Hold	6		
Master By TOD	Disable	Flash CVM	Disable	All Red Flash	Disable	3 Phs Dia Seq			
				Auto Ped Clear	Enable	4 Phs Dia Seq			

[illegible]

Ped Service Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Pre Clearance 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear Ext Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear Ext Pass	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Jump	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Warning Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X				X		X												
Auto Flash Ent.		X				X														
Auto Flash Exit		X				X														
Non Actuated II																				
Non Actuated III																				
Non Lock Mem	X	X	X	X	X	X	X	X												
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall		X				X														
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Coord Ped Yield																				
Ped Recycle																				
Coutdown																				

No Serve Phases

Sequence 1		Sequence 2		Sequence 3		Sequence 4	
Ph.	No Serve Phases	Ph.	No Serve Phases	Ph.	No Serve Phases	Ph.	No Serve Phases
1		1		1		1	
2		2		2		2	

3		3		3		3	
4		4		4		4	
5		5		5		5	
6		6		6		6	
7		7		7		7	
8		8		8		8	

Sequence 1		Sequence 2		Sequence 3		Sequence 4	
9		9		9		9	
10		10		10		10	
11		11		11		11	
12		12		12		12	
13		13		13		13	
14		14		14		14	
15		15		15		15	
16		16		16		16	

Phase Configuration

Ph.	Startup	Ring	Concurrent	Startup Min	Description
1	Phase Not On	1	6	0	
2	Green No Walk	1	6	0	
3	Phase Not On	0		0	
4	Phase Not On	0		0	
5	Phase Not On	0		0	
6	Green No Walk	2	1,2	0	
7	Phase Not On	0		0	
8	Phase Not On	2		0	
9	None	0		0	
10	None	0		0	
11	None	0		0	
12	None	0		0	
13	None	0		0	
14	None	0		0	
15	None	0		0	
16	None	0		0	
17	None	0		0	
18	None	0		0	
19	None	0		0	
20	None	0		0	

Sequence Configuration

Sequence 1		Sequence 2		Sequence 3		Sequence 4	
Ring	Phases	Ring	Phases	Ring	Phases	Ring	Phases
1	1,2,a,b	1	2,1,a,3,4,b	1	1,2,a,4,3,b	1	2,1,a,4,3,b
2	6,a,8,b	2	5,6,a,7,8,b	2	5,6,a,7,8,b	2	5,6,a,7,8,b
3		3		3		3	
4		4		4		4	
5		5		5		5	
6		6		6		6	
7		7		7		7	
8		8		8		8	
9		9		9		9	
10		10		10		10	
11		11		11		11	
12		12		12		12	
13		13		13		13	
14		14		14		14	

15	
16	

15	
16	

15	
16	

15	
16	

Sequence 5

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

Sequence 6

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

Sequence 7

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

Sequence 8

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

Sequence 5

7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 9

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 10

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 11

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 12

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 13

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

Sequence 14

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

Sequence 15

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

Sequence 16

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

14		14		14		14	
15		15		15		15	
16		16		16		16	

Sequence 17

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 18

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 19

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 20

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 17

9	
10	
11	
12	
13	
14	
15	
16	

Sequence 18

9	
10	
11	
12	
13	
14	
15	
16	

Sequence 19

9	
10	
11	
12	
13	
14	
15	
16	

Sequence 20

9	
10	
11	
12	
13	
14	
15	
16	

Global Phase Recalls

Global Phase Recalls										1	1	1	1	1	1	1	1	1	2	
Phase	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0
Min								X												
Max																				
Ped																				
Act Walk Rest																				

Global Veh Det Diagnostics

Global No Activity	0
Global Max Presence	0
Global Erractic Count	0
Global Failed Recall	None
Detector Reset Enable	Enabled

Global Ped Det Diagnostics

Global No Activity	0
Global Max Presence	0
Global Erractic Count	0

Global Pri/Pre Det Diag

Global No Activity	0
Global Max Presence	0
Global Erractic Count	0

Vehicle Detection Parameters

Det.	Call Phs	Call Ped	Call Ovl	Add Call Phases	Sw Phs	Delay	Extend	Queue Limit	Ext Hold	No Activity	Max Pres	Erratic Counts	Failed Time	Failed Recall	Fail Link	Description
1	1	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
2	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
3	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
4	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
5	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
6	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
7	3	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
8	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
9	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
10	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
11	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
12	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
13	1	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
14	3	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
15	5	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	

16	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
17	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
18	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
19	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
20	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
21	7	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
22	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
23	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
24	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
25	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
26	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
27	5	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
28	7	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
29	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
30	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
31	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
32	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	

	Call Phs	Call Ped	Call Ovl	Add Call Phases	Sw Phs			Queue Limit	Ext Hold	No Activity	Max Pres	Erratic Counts	Failed Time	Failed Recall	Fail Link	Description
Det.						Delay	Extend									
33	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
34	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
35	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
36	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
37	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
38	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
39	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
40	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
41	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
42	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
43	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
44	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
45	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
46	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
47	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
48	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
49	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
50	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
51	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
52	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
53	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
54	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
55	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
56	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
57	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
58	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
59	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
60	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
61	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
62	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
63	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
64	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
65	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
66	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
67	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
68	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
69	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
70	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	

71	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
72	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	

Vehicle Detection Options

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Extend	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Added Initial																				
Queue																				
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Terminate																				
Min Green 2																				
Protected Perm																				
Disable Dly Lead																				
Disable TS2 Diag																				

Detector	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Extend	X	X	X	X	X	X	X	X												
Added Initial																				
Queue																				
Call	X	X	X	X	X	X	X	X												
Terminate																				
Min Green 2																				
Protected Perm																				
Disable Dly Lead																				
Disable TS2 Diag																				

Detector	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Extend																				
Added Initial																				
Queue																				
Call																				
Terminate																				
Min Green 2																				
Protected Perm																				
Disable Dly Lead																				
Disable TS2 Diag																				

Detector	61	62	63	64	65	66	67	68	69	70	71	72
Volume Detector												
Occupancy												
Yellow Lock Call												
Red Lock call												
Extend												
Added Initial												
Queue												

Data Collection Period	0
Number of Periods	1

[illegible]

Speed Detectors

Speed Detectors				Min	Max	Car	Det	Trail	Trap
Det	Enable	Type	Units	Log	Log	Length	Length	Det	Length
1		Single	Inches	5	80	0	0	0	0
2		Single	Inches	5	80	0	0	0	0
3		Single	Inches	5	80	0	0	0	0
4		Single	Inches	5	80	0	0	0	0
5		Single	Inches	5	80	0	0	0	0
6		Single	Inches	5	80	0	0	0	0
7		Single	Inches	5	80	0	0	0	0
8		Single	Inches	5	80	0	0	0	0

Pedestrian Detectors

	Call	Call	Add	Walk	Clear	No	Max	Erratic
Det	Phs	Ovlp	Call Phs	2	2	Act	Pres	Count
1	0	0		0	0	0	0	0
2	2	0		0	0	0	0	0
3	0	0		0	0	0	0	0
4	4	0		0	0	0	0	0
5	0	0		0	0	0	0	0
6	6	0		0	0	0	0	0
7	0	0		0	0	0	0	0
8	8	0		0	0	0	0	0
9	0	0		0	0	0	0	0
10	0	0		0	0	0	0	0
11	0	0		0	0	0	0	0
12	0	0		0	0	0	0	0
13	0	0		0	0	0	0	0
14	0	0		0	0	0	0	0
15	0	0		0	0	0	0	0
16	0	0		0	0	0	0	0
17	0	0		0	0	0	0	0
18	0	0		0	0	0	0	0
19	0	0		0	0	0	0	0
20	0	0		0	0	0	0	0

	Call	Call	Add	Walk	Clear	No	Max	Erratic
Det	Phs	Ovlp	Call Phs	2	2	Act	Pres	Count
21	0	0		0	0	0	0	0
22	0	0		0	0	0	0	0
23	0	0		0	0	0	0	0
24	0	0		0	0	0	0	0
25	0	0		0	0	0	0	0
26	0	0		0	0	0	0	0
27	0	0		0	0	0	0	0
28	0	0		0	0	0	0	0
29	0	0		0	0	0	0	0
30	0	0		0	0	0	0	0
31	0	0		0	0	0	0	0
32	0	0		0	0	0	0	0
33	0	0		0	0	0	0	0
34	0	0		0	0	0	0	0
35	0	0		0	0	0	0	0
36	0	0		0	0	0	0	0
37	0	0		0	0	0	0	0
38	0	0		0	0	0	0	0
39	0	0		0	0	0	0	0
40	0	0		0	0	0	0	0

Pri/Pre Detectors

Pri/Pre Detectors				Low	high		Arrival	Pri			Min	Pri	No	Max	Erratic
Det	Description	Low Call	High Call	Num	Num	Lead/Tail	Time	Delay	Delay	Ext	On	Olvp	Act	Pres	Count
1		None	None	0	0	None	0	0	0	0	0		0	0	0
2		None	None	0	0	None	0	0	0	0	0		0	0	0
3		None	None	0	0	None	0	0	0	0	0		0	0	0
4		None	None	0	0	None	0	0	0	0	0		0	0	0
5		None	None	0	0	None	0	0	0	0	0		0	0	0
6		None	None	0	0	None	0	0	0	0	0		0	0	0
7		None	None	0	0	None	0	0	0	0	0		0	0	0
8		None	None	0	0	None	0	0	0	0	0		0	0	0

Overlaps

OLP	Enabled	Type	Included Phs	Modifier Phs	Modifier Ovlps	Neg Phases	Inhibit Neg Phs	Neg Ovlps
1	Disabled	FYA - 4 Sec	2	1				
2	Enabled	Off						
3	Disabled	FYA - 4 Sec	4	3				

4	Enabled	Off						
5	Disabled	FYA - 4 Sec	6	5				
6	Enabled	Off						
7	Disabled	FYA - 4 Sec	8	7				
8	Enabled	Off						
9	Enabled	Off						
10	Enabled	Off						
11	Enabled	Off						
12	Enabled	Off						
13	Enabled	Off						
14	Enabled	Off						
15	Enabled	Off						
16	Enabled	Off						

[illegible]

Rule	Custom Ovp	Incl. State	Mod. State	Neg. State	Output	Flash
1	Disable	Any	Any	Any	Not Set	Not Set
2	Disable	Any	Any	Any	Not Set	Not Set
3	Disable	Any	Any	Any	Not Set	Not Set
4	Disable	Any	Any	Any	Not Set	Not Set
5	Disable	Any	Any	Any	Not Set	Not Set
6	Disable	Any	Any	Any	Not Set	Not Set
7	Disable	Any	Any	Any	Not Set	Not Set
8	Disable	Any	Any	Any	Not Set	Not Set
9	Disable	Any	Any	Any	Not Set	Not Set
10	Disable	Any	Any	Any	Not Set	Not Set

Operational Mode	Automatic	Maximum Mode	Per Pattern	Max Cyc Limit %	15
Coordination Mode	Pattern	Force Mode	Per Pattern	Min Cyc Limit %	15
Correction Mode	Shortway (Auto)	Transition Cover Ped	Pattern	Max Dwell	0

Split Parameters

Split 1				Coord	Ref	Cover	Force Off		Pri	Pri	Pri
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Min	Max	F. Off
1	30	0	0				Fix	None	0	0	Float
2	50	0	0	X	X		Fix	Max Rcl	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	80	0	0	X	X		Fix	Max Rcl	0	0	Float
7	0	0	0				Fix	None	0	0	Float

8	30	0	0				Fix	None	0	0	Float
9	0	0	0				Fix	None	0	0	Float
10	0	0	0				Fix	None	0	0	Float
11	0	0	0				Fix	None	0	0	Float
12	0	0	0				Fix	None	0	0	Float
13	0	0	0				Fix	None	0	0	Float
14	0	0	0				Fix	None	0	0	Float
15	0	0	0				Fix	None	0	0	Float
16	0	0	0				Fix	None	0	0	Float

Split 2				Coord	Ref	Cover	Force Off		Pri	Pri	Pri
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Min	Max	F. Off
1	30	0	0				Fix	None	0	0	Float
2	40	0	0	X	X		Fix	Max Rcl	0	0	Float
3	0	0	0	X	X		Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	70	0	0	X	X		Fix	Max Rcl	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	30	0	0				Fix	None	0	0	Float
9	0	0	0				Fix	None	0	0	Float
10	0	0	0				Fix	None	0	0	Float
11	0	0	0				Fix	None	0	0	Float
12	0	0	0				Fix	None	0	0	Float
13	0	0	0				Fix	None	0	0	Float
14	0	0	0				Fix	None	0	0	Float
15	0	0	0				Fix	None	0	0	Float
16	0	0	0				Fix	None	0	0	Float

Split 3				Coord	Ref	Cover	Force Off		Pri	Pri	Pri
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Min	Max	F. Off
1	25	0	0				Fix	None	0	0	Float
2	40	0	0	X	X		Fix	Max Rcl	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	65	0	0	X	X		Fix	Max Rcl	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	45	0	0				Fix	None	0	0	Float
9	0	0	0				Fix	None	0	0	Float
10	0	0	0				Fix	None	0	0	Float
11	0	0	0				Fix	None	0	0	Float
12	0	0	0				Fix	None	0	0	Float
13	0	0	0				Fix	None	0	0	Float
14	0	0	0				Fix	None	0	0	Float
15	0	0	0				Fix	None	0	0	Float
16	0	0	0				Fix	None	0	0	Float

Split 4				Coord	Ref	Cover	Force Off		Pri	Pri	Pri
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Min	Max	F. Off
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float

8	0	0	0				Fix	None	0	0	Float
9	0	0	0				Fix	None	0	0	Float
10	0	0	0				Fix	None	0	0	Float
11	0	0	0				Fix	None	0	0	Float
12	0	0	0				Fix	None	0	0	Float
13	0	0	0				Fix	None	0	0	Float
14	0	0	0				Fix	None	0	0	Float
15	0	0	0				Fix	None	0	0	Float
16	0	0	0				Fix	None	0	0	Float

Split 5				Coord	Ref	Cover	Force Off				
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Pri Min	Pri Max	Pri F. Off
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float
9	0	0	0				Fix	None	0	0	Float
10	0	0	0				Fix	None	0	0	Float
11	0	0	0				Fix	None	0	0	Float
12	0	0	0				Fix	None	0	0	Float
13	0	0	0				Fix	None	0	0	Float
14	0	0	0				Fix	None	0	0	Float
15	0	0	0				Fix	None	0	0	Float
16	0	0	0				Fix	None	0	0	Float

Split 6				Coord	Ref	Cover	Force Off				
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Pri Min	Pri Max	Pri F. Off
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float

Split 6				Coord	Ref	Cover	Force Off				
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Pri Min	Pri Max	Pri F. Off
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float
9	0	0	0				Fix	None	0	0	Float
10	0	0	0				Fix	None	0	0	Float
11	0	0	0				Fix	None	0	0	Float
12	0	0	0				Fix	None	0	0	Float
13	0	0	0				Fix	None	0	0	Float
14	0	0	0				Fix	None	0	0	Float
15	0	0	0				Fix	None	0	0	Float
16	0	0	0				Fix	None	0	0	Float

Split 7				Coord	Ref	Cover	Force Off				
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Pri Min	Pri Max	Pri F. Off
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float

6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float
9	0	0	0				Fix	None	0	0	Float
10	0	0	0				Fix	None	0	0	Float
11	0	0	0				Fix	None	0	0	Float
12	0	0	0				Fix	None	0	0	Float
13	0	0	0				Fix	None	0	0	Float
14	0	0	0				Fix	None	0	0	Float
15	0	0	0				Fix	None	0	0	Float
16	0	0	0				Fix	None	0	0	Float

Split 8				Coord	Ref	Cover	Force Off					Pri	Pri	Pri
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode		Min	Max	F. Off		
1	0	0	0				Fix	None		0	0	Float		
2	0	0	0				Fix	None		0	0	Float		
3	0	0	0				Fix	None		0	0	Float		
4	0	0	0				Fix	None		0	0	Float		
5	0	0	0				Fix	None		0	0	Float		
6	0	0	0				Fix	None		0	0	Float		
7	0	0	0				Fix	None		0	0	Float		
8	0	0	0				Fix	None		0	0	Float		
9	0	0	0				Fix	None		0	0	Float		
10	0	0	0				Fix	None		0	0	Float		
11	0	0	0				Fix	None		0	0	Float		
12	0	0	0				Fix	None		0	0	Float		
13	0	0	0				Fix	None		0	0	Float		
14	0	0	0				Fix	None		0	0	Float		
15	0	0	0				Fix	None		0	0	Float		
16	0	0	0				Fix	None		0	0	Float		

Split 9				Coord	Ref	Cover	Force Off					Pri	Pri	Pri
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode		Min	Max	F. Off		
1	0	0	0				Fix	None		0	0	Float		
2	0	0	0				Fix	None		0	0	Float		
3	0	0	0				Fix	None		0	0	Float		
4	0	0	0				Fix	None		0	0	Float		

Split 9				Coord	Ref	Cover	Force Off					Pri	Pri	Pri
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode		Min	Max	F. Off		
5	0	0	0				Fix	None		0	0	Float		
6	0	0	0				Fix	None		0	0	Float		
7	0	0	0				Fix	None		0	0	Float		
8	0	0	0				Fix	None		0	0	Float		
9	0	0	0				Fix	None		0	0	Float		
10	0	0	0				Fix	None		0	0	Float		
11	0	0	0				Fix	None		0	0	Float		
12	0	0	0				Fix	None		0	0	Float		
13	0	0	0				Fix	None		0	0	Float		
14	0	0	0				Fix	None		0	0	Float		
15	0	0	0				Fix	None		0	0	Float		
16	0	0	0				Fix	None		0	0	Float		

Split 10				Coord	Ref	Cover	Force Off					Pri	Pri	Pri
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode		Min	Max	F. Off		
1	0	0	0				Fix	None		0	0	Float		
2	0	0	0				Fix	None		0	0	Float		

Month of Year		Days of Week				Days of Month																						
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

[illegible]

J	A	S	O	N	D

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Day Plan 0 On

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

Day Plan 1

Event	Hour	Min.	Act
1	6	0	1
2	9	0	2
3	13	30	3
4	19	0	20
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
1	10	0	2
2	19	0	20
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 5

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 6

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 7

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 8

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 9

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 10

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 11

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 12

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 13

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	

Day Plan 14

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	

Day Plan 15

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	

Day Plan 16

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	

7	0	0	
8	0	0	
9	0	0	
10	0	0	

7	0	0	
8	0	0	
9	0	0	
10	0	0	

7	0	0	
8	0	0	
9	0	0	
10	0	0	

7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 17			
Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 18			
Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 19			
Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 20			
Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											
11	None											
12	None											
13	None											
14	None											
15	None											
16	None											
17	None											
18	None											
19	None											
20	None											
21	None											
22	None											
23	None											
24	None											
25	None											
26	None											
27	None											
28	None											
29	None											
30	None											
31	None											
32	None											

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
33	None											
34	None											
35	None											
36	None											
37	None											
38	None											
39	None											
40	None											
41	None											
42	None											
43	None											
44	None											
45	None											
46	None											
47	None											
48	None											
49	None											
50	None											
51	None											
52	None											
53	None											
54	None											
55	None											
56	None											
57	None											
58	None											
59	None											
60	None											
61	None											
62	None											
63	None											
64	None											

Action Commands

Action 1

Cmd	Command	Indexes
1	None	
2	None	

Action 2

Cmd	Command	Indexes
1	None	
2	None	

3	None	
4	None	
5	None	
6	None	
7	None	
8	None	
9	None	
10	None	

3	None	
4	None	
5	None	
6	None	
7	None	
8	None	
9	None	
10	None	

Master Sections By TOD

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

Queue Responsive By TOD

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

Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
Link	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0	0	0
Enter Min Green	0	0	0	0	0	0	0	0
Enter Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Ent. Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Min Walk	0	0	0	0	0	0	0	0
Ent. Ped Clear	255	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0	0
Max Track Grn	0	0	0	0	0	0	0	0
Track Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext Gate Dn	0	0	0	0	0	0	0	0
Dwell Green	0	0	0	0	0	0	0	0
Exit Ped Clear	255	255	255	255	255	255	255	255
Exit Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0	0	0
Exit Max Time	0	0	0	0	0	0	0	0

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem								
Not Override Flash								
NotOverrideNextPre								
Flash Dwell								
Ped Recycle								
Imm Ped Clear								
Dwell Only Status								
All Red Flash Dwell								
Allow All Overlaps								
Req All Red Entry								
Req Gate Dwn Trck Exit								
Req Gate Up Dwl Exit								
Normal On/Off Input								
Track Clear Override								
Aux Function 1								
Aux Function 2								
Aux Function 3								
Special Function 1								
Special Function 2								
Special Function 3								
Special Function 4								
Special Function 5								
Special Function 6								
Special Function 7								
Special Function 8								

Require CRC
Disabled

Pre	1	2	3	4	5	6	7	8

Pre	1	2	3	4	5	6	7	8

Pre	1	2	3	4	5	6	7	8

Pre	1	2	3	4	5	6	7	8

Sp F9					Sp F11					Sp F13					Sp F15				
Sp F10					Sp F12					Sp F14					Sp F16				

Preemption Configuration

[illegible]

Cabinet Config

Run ITS on NEMA port 1	No	Enable TS2/ATC Stop Time		Disable TS2 Fault Flash	
Run ITS on 2070-1C C13S	No	Disable TS2 Startup Call		Disable TS2 Cab. Alarms	

IO Modules

IO Mod	TYPE
1	Caltrans 332
2	None
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None

Channel Configuration

Chan	Ctrl Type	Source	MMU Channel
1	Phs Veh	1	1
2	Phs Veh	2	2
3	None	3	3
4	None	4	4
5	None	5	5
6	Phs Veh	6	6
7	None	7	7
8	Phs Veh	8	8
9	None	1	9
10	None	3	10

Chan	Ctrl Type	Source	MMU Channel
11	None	5	11
12	None	7	12
13	Phs Ped	2	13
14	None	4	14
15	None	6	15
16	None	8	16
17	None	0	17
18	None	0	18
19	None	0	19
20	None	0	20

Channel Options

[illegible]

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	Not Act	On	Off	Off	Red

Peer Configuration

Ctrl	Peer ID	Device Type	IP address	IP Port	Http Port	Serial Port	Serial Addr.	Master Sect.	P2P TO	Description
1	0	Peer MaxTime		161	80	0	0	0	15	
2	0	Peer MaxTime		161	80	0	0	0	15	
3	0	Peer MaxTime		161	80	0	0	0	15	
4	0	Peer MaxTime		161	80	0	0	0	15	
5	0	Peer MaxTime		161	80	0	0	0	15	
6	0	Peer MaxTime		161	80	0	0	0	15	
7	0	Peer MaxTime		161	80	0	0	0	15	
8	0	Peer MaxTime		161	80	0	0	0	15	
9	0	Peer MaxTime		161	80	0	0	0	15	
10	0	Peer MaxTime		161	80	0	0	0	15	

Master Section Configuration

Section	Control	Poll	Req #	Fail Time	Algorithm Period	Description
1	None	60	1	300	240	
2	None	60	1	300	240	
3	None	60	1	300	240	
4	None	60	1	300	240	
5	None	60	1	300	240	
6	None	60	1	300	240	
7	None	60	1	300	240	
8	None	60	1	300	240	
9	None	60	1	300	240	
10	None	60	1	300	240	
11	None	60	1	300	240	
12	None	60	1	300	240	
13	None	60	1	300	240	
14	None	60	1	300	240	
15	None	60	1	300	240	
16	None	60	1	300	240	

User Program Info

Pgrm	Description	Pgrm	Description
1		17	
2		18	
3		19	
4		20	
5		21	
6		22	
7		23	
8		24	
9		25	
10		26	
11		27	
12		28	
13		29	
14		30	
15		31	
16		32	

APPENDIX B

Level of Service Definitions

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 7th Edition, Transportation Research Board, 2022: Chapter 19 – Signalized Intersections.

Motorized Vehicle Level of Service (LOS) for Signalized Intersections

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

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

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

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

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

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

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

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio ^a	
	$v/c \leq 1.0$	$v/c > 1.0$
≤ 10	A	F
$> 10 - 20$	B	F
$> 20 - 35$	C	F
$> 35 - 55$	D	F
$> 55 - 80$	E	F
> 80	F	F

Note: ^a For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 7th Edition, Transportation Research Board, 2022: Chapter 20 – Two-Way Stop-Controlled Intersections, Chapter 21 – All-Way Stop-Controlled Intersections, and Chapter 22 - Roundabouts.

Motorized Vehicle Level of Service (LOS) for Unsignalized & Roundabout Intersections

LOS is a quantitative stratification of performance measure(s) representing quality of service. Quality of service describes how well a transportation facility or service operates from a traveler's perspective. LOS is measured on an A – F scale, with LOS A representing the best operating conditions from a traveler's perspective.

Control Delay (s/veh)	<u>LOS by Volume-to-Capacity Ratio^a</u>	
	$v/c \leq 1.0$	$v/c > 1.0$
0 – 10	A	F
> 10 – 15	B	F
> 15 – 25	C	F
> 25 – 35	D	F
> 35 – 50	E	F
> 50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

^a For approaches and intersectionwide assessment, LOS is defined solely by control delay.

APPENDIX C

Capacity Worksheets

Timings
1: Highway 105 & Woodmoor Drive

Existing Traffic Conditions
Sunday Peak Traffic Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	 	 	 		 	
Traffic Volume (vph)	195	549	817	236	168	326
Future Volume (vph)	195	549	817	236	168	326
Satd. Flow (prot)	3433	3539	3539	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				257		30
Lane Group Flow (vph)	212	597	888	257	183	354
Turn Type	Prot	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		8	1
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	12.5	12.5	12.5	12.5	11.0
Total Split (s)	30.0	70.0	40.0	40.0	30.0	30.0
Total Split (%)	30.0%	70.0%	40.0%	40.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	6.5	6.5	6.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	15.0	76.3	56.3	56.3	10.7	32.2
Actuated g/C Ratio	0.15	0.76	0.56	0.56	0.11	0.32
v/c Ratio	0.41	0.22	0.45	0.26	0.50	0.67
Control Delay (s/veh)	39.6	3.8	15.0	2.6	46.6	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.6	3.8	15.0	2.6	46.6	32.1
LOS	D	A	B	A	D	C
Approach Delay (s/veh)		13.2	12.2		37.1	
Approach LOS		B	B		D	
Queue Length 50th (ft)	65	47	163	0	58	182
Queue Length 95th (ft)	91	73	274	43	91	235
Internal Link Dist (ft)		345	489		316	
Turn Bay Length (ft)	305			315		205
Base Capacity (vph)	858	2701	1993	1003	806	684
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.22	0.45	0.26	0.23	0.52
Intersection Summary						
Cycle Length: 100						
Actuated Cycle Length: 100						
Offset: 53 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						

Timings
1: Highway 105 & Woodmoor Drive

Existing Traffic Conditions
Sunday Peak Traffic Hour

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 17.9

Intersection LOS: B

Intersection Capacity Utilization 52.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Highway 105 & Woodmoor Drive



Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	10	72	23	7	0	53	87	11	0	121	13
Future Vol, veh/h	10	10	72	23	7	0	53	87	11	0	121	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	11	78	25	8	0	58	95	12	0	132	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	352	360	139	353	361	101	146	0	0	107	0	0
Stage 1	139	139	-	216	216	-	-	-	-	-	-	-
Stage 2	214	222	-	137	146	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	603	567	910	602	566	955	1436	-	-	1484	-	-
Stage 1	864	782	-	786	724	-	-	-	-	-	-	-
Stage 2	789	720	-	866	776	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	569	542	910	517	542	955	1436	-	-	1484	-	-
Mov Cap-2 Maneuver	569	542	-	517	542	-	-	-	-	-	-	-
Stage 1	864	782	-	753	693	-	-	-	-	-	-	-
Stage 2	747	689	-	781	776	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.15		12.35		2.67		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	618	-	-	799	522	1484	-
HCM Lane V/C Ratio	0.04	-	-	0.125	0.062	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.1	12.3	0	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	15	105	14	7	83
Future Vol, veh/h	7	15	105	14	7	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	220	470	-
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	8	16	114	15	8	90
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	220	114	0	0	129	0
Stage 1	114	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	769	938	-	-	1456	-
Stage 1	911	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	765	938	-	-	1456	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.17	0		0.58		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	765	938	1456	-
HCM Lane V/C Ratio	-	-	0.01	0.017	0.005	-
HCM Ctrl Dly (s/v)	-	-	9.8	8.9	7.5	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	17	0	0	0	34	67	0	0	59	18
Future Vol, veh/h	30	0	17	0	0	0	34	67	0	0	59	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	0	18	0	0	0	37	73	0	0	64	20
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	221	221	74	211	230	73	84	0	0	73	0	0
Stage 1	74	74	-	147	147	-	-	-	-	-	-	-
Stage 2	147	147	-	64	84	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	735	678	988	746	669	989	1513	-	-	1527	-	-
Stage 1	935	833	-	856	776	-	-	-	-	-	-	-
Stage 2	856	776	-	947	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	717	661	988	714	652	989	1513	-	-	1527	-	-
Mov Cap-2 Maneuver	717	661	-	714	652	-	-	-	-	-	-	-
Stage 1	935	833	-	834	756	-	-	-	-	-	-	-
Stage 2	834	756	-	929	825	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.84		0		2.5		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	606	-	-	796	-	1527	-	-				
HCM Lane V/C Ratio	0.024	-	-	0.064	-	-	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	9.8	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	-	-				

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	9	20	53	83	8
Future Vol, veh/h	12	9	20	53	83	8
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	13	10	22	58	90	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	79	0	-	0	86	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	915	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	907	1018
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	987	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	4.22	0		9.41		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1029	-	-	-	916	
HCM Lane V/C Ratio	0.009	-	-	-	0.108	
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Timings
1: Highway 105 & Woodmoor Drive

Background Traffic Conditions - Year 2028
Sunday Peak Traffic Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	203	571	850	246	175	339
Future Volume (vph)	203	571	850	246	175	339
Satd. Flow (prot)	3433	3539	3539	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				267		26
Lane Group Flow (vph)	221	621	924	267	190	368
Turn Type	Prot	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		8	1
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	12.5	12.5	12.5	12.5	11.0
Total Split (s)	30.0	70.0	40.0	40.0	30.0	30.0
Total Split (%)	30.0%	70.0%	40.0%	40.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	6.5	6.5	6.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	16.0	76.1	55.2	55.2	10.9	33.3
Actuated g/C Ratio	0.16	0.76	0.55	0.55	0.11	0.33
v/c Ratio	0.40	0.23	0.47	0.27	0.51	0.68
Control Delay (s/veh)	38.6	3.9	16.1	2.8	46.6	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.6	3.9	16.1	2.8	46.6	32.0
LOS	D	A	B	A	D	C
Approach Delay (s/veh)		13.0	13.1		36.9	
Approach LOS		B	B		D	
Queue Length 50th (ft)	67	50	177	0	60	191
Queue Length 95th (ft)	92	77	298	45	93	240
Internal Link Dist (ft)		345	489		316	
Turn Bay Length (ft)	305			315		205
Base Capacity (vph)	858	2694	1952	992	806	685
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.23	0.47	0.27	0.24	0.54
Intersection Summary						
Cycle Length: 100						
Actuated Cycle Length: 100						
Offset: 53 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green						
Natural Cycle: 50						
Control Type: Actuated-Coordinated						

Timings
1: Highway 105 & Woodmoor Drive

Background Traffic Conditions - Year 2028
Sunday Peak Traffic Hour

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 18.2

Intersection LOS: B

Intersection Capacity Utilization 54.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Highway 105 & Woodmoor Drive



Intersection				
Intersection Delay, s/veh	3.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	104	34	171	152
Demand Flow Rate, veh/h	106	35	174	155
Vehicles Circulating, veh/h	167	173	22	96
Vehicles Exiting, veh/h	84	23	251	112
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	3.5	3.8	4.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	106	35	174	155
Cap Entry Lane, veh/h	1164	1157	1349	1251
Entry HV Adj Factor	0.979	0.967	0.983	0.982
Flow Entry, veh/h	104	34	171	152
Cap Entry, veh/h	1139	1118	1326	1229
V/C Ratio	0.091	0.030	0.129	0.124
Control Delay, s/veh	3.9	3.5	3.8	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	16	109	15	7	86
Future Vol, veh/h	7	16	109	15	7	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	220	470	-
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	8	17	118	16	8	93
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	227	118	0	0	135	0
Stage 1	118	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	761	933	-	-	1450	-
Stage 1	907	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	757	933	-	-	1450	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.2	0	0.56			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	-	757	933	1450	-
HCM Lane V/C Ratio	-	-	0.01	0.019	0.005	-
HCM Ctrl Dly (s/v)	-	-	9.8	8.9	7.5	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	18	0	0	0	35	70	0	0	61	19
Future Vol, veh/h	31	0	18	0	0	0	35	70	0	0	61	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	0	20	0	0	0	38	76	0	0	66	21
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	229	229	77	218	239	76	87	0	0	76	0	0
Stage 1	77	77	-	152	152	-	-	-	-	-	-	-
Stage 2	152	152	-	66	87	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	726	671	984	738	662	985	1509	-	-	1523	-	-
Stage 1	932	831	-	850	771	-	-	-	-	-	-	-
Stage 2	850	771	-	944	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	707	653	984	704	645	985	1509	-	-	1523	-	-
Mov Cap-2 Maneuver	707	653	-	704	645	-	-	-	-	-	-	-
Stage 1	932	831	-	828	751	-	-	-	-	-	-	-
Stage 2	828	751	-	925	823	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.89		0		2.48		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	600	-	-	789	-	1523	-	-				
HCM Lane V/C Ratio	0.025	-	-	0.068	-	-	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	9.9	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	-	-				

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	9	21	53	83	8
Future Vol, veh/h	12	9	21	53	83	8
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	13	10	23	58	90	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	80	0	-	0	88	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1517	-	-	-	913	1016
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	906	1016
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	987	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	4.22	0		9.41		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1029	-	-	-	914	
HCM Lane V/C Ratio	0.009	-	-	-	0.108	
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Timings
1: Highway 105 & Woodmoor Drive

Background Traffic Conditions - Year 2045
Sunday Peak Traffic Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	284	800	1190	344	245	475
Future Volume (vph)	284	800	1190	344	245	475
Satd. Flow (prot)	3433	3539	3539	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				374		25
Lane Group Flow (vph)	309	870	1293	374	266	516
Turn Type	Prot	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		8	1
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	12.5	12.5	12.5	12.5	11.0
Total Split (s)	29.0	82.0	53.0	53.0	18.0	29.0
Total Split (%)	29.0%	82.0%	53.0%	53.0%	18.0%	29.0%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	6.5	6.5	6.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	21.5	75.9	49.4	49.4	11.1	39.1
Actuated g/C Ratio	0.22	0.76	0.49	0.49	0.11	0.39
v/c Ratio	0.42	0.32	0.74	0.39	0.70	0.81
Control Delay (s/veh)	35.1	4.3	24.2	3.0	53.4	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.1	4.3	24.2	3.0	53.4	36.9
LOS	D	A	C	A	D	D
Approach Delay (s/veh)		12.3	19.4		42.5	
Approach LOS		B	B		D	
Queue Length 50th (ft)	86	79	358	0	86	266
Queue Length 95th (ft)	126	102	450	50	129	405
Internal Link Dist (ft)		345	489		316	
Turn Bay Length (ft)	305			315		205
Base Capacity (vph)	823	2686	1747	971	394	672
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.32	0.74	0.39	0.68	0.77
Intersection Summary						
Cycle Length: 100						
Actuated Cycle Length: 100						
Offset: 53 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green						
Natural Cycle: 65						
Control Type: Actuated-Coordinated						

Timings
1: Highway 105 & Woodmoor Drive

Background Traffic Conditions - Year 2045
Sunday Peak Traffic Hour

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 22.1

Intersection LOS: C

Intersection Capacity Utilization 71.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Highway 105 & Woodmoor Drive



Intersection				
Intersection Delay, s/veh	4.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	146	48	239	212
Demand Flow Rate, veh/h	148	49	244	216
Vehicles Circulating, veh/h	233	243	32	135
Vehicles Exiting, veh/h	118	33	349	157
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.6	3.8	4.3	4.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	148	49	244	216
Cap Entry Lane, veh/h	1088	1077	1336	1202
Entry HV Adj Factor	0.984	0.975	0.980	0.982
Flow Entry, veh/h	146	48	239	212
Cap Entry, veh/h	1071	1050	1309	1181
V/C Ratio	0.136	0.045	0.183	0.180
Control Delay, s/veh	4.6	3.8	4.3	4.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	22	153	20	10	121
Future Vol, veh/h	10	22	153	20	10	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	220	470	-
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	11	24	166	22	11	132
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	320	166	0	0	188	0
Stage 1	166	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	674	878	-	-	1386	-
Stage 1	863	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	669	878	-	-	1386	-
Mov Cap-2 Maneuver	669	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.61	0	0.58			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	-	669	878	1386	-
HCM Lane V/C Ratio	-	-	0.016	0.027	0.008	-
HCM Ctrl Dly (s/v)	-	-	10.5	9.2	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	0	25	0	0	0	50	98	0	0	86	26
Future Vol, veh/h	44	0	25	0	0	0	50	98	0	0	86	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	0	27	0	0	0	54	107	0	0	93	28
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	323	323	108	309	337	107	122	0	0	107	0	0
Stage 1	108	108	-	215	215	-	-	-	-	-	-	-
Stage 2	215	215	-	93	122	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	630	595	946	644	584	948	1466	-	-	1484	-	-
Stage 1	898	806	-	787	725	-	-	-	-	-	-	-
Stage 2	787	725	-	913	795	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	605	571	946	601	561	948	1466	-	-	1484	-	-
Mov Cap-2 Maneuver	605	571	-	601	561	-	-	-	-	-	-	-
Stage 1	898	806	-	756	696	-	-	-	-	-	-	-
Stage 2	756	696	-	887	795	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.79		0		2.55		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	608	-	-	696	-	1484	-	-				
HCM Lane V/C Ratio	0.037	-	-	0.108	-	-	-	-				
HCM Ctrl Dly (s/v)	7.6	0	-	10.8	0	0	-	-				
HCM Lane LOS	A	A	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-				

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	13	29	53	83	8
Future Vol, veh/h	12	13	29	53	83	8
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	13	14	32	58	90	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	89	0	-	0	101	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1506	-	-	-	898	1005
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1506	-	-	-	890	1005
Mov Cap-2 Maneuver	-	-	-	-	890	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	982	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.56	0		9.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	864	-	-	-	899	
HCM Lane V/C Ratio	0.009	-	-	-	0.11	
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Timings
1: Highway 105 & Woodmoor Drive

Total Traffic Conditions - Year 2028
Sunday Peak Traffic Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	 	 	 		 	
Traffic Volume (vph)	272	571	850	308	239	411
Future Volume (vph)	272	571	850	308	239	411
Satd. Flow (prot)	3433	3539	3539	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				335		26
Lane Group Flow (vph)	296	621	924	335	260	447
Turn Type	Prot	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		8	1
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	12.5	12.5	12.5	12.5	11.0
Total Split (s)	30.0	70.0	40.0	40.0	30.0	30.0
Total Split (%)	30.0%	70.0%	40.0%	40.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	6.5	6.5	6.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	19.7	74.1	49.4	49.4	12.9	39.1
Actuated g/C Ratio	0.20	0.74	0.49	0.49	0.13	0.39
v/c Ratio	0.44	0.24	0.53	0.35	0.59	0.71
Control Delay (s/veh)	36.1	4.5	20.6	3.5	46.4	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.1	4.5	20.6	3.5	46.4	29.3
LOS	D	A	C	A	D	C
Approach Delay (s/veh)		14.7	16.0		35.6	
Approach LOS		B	B		D	
Queue Length 50th (ft)	87	55	206	0	82	227
Queue Length 95th (ft)	112	86	341	57	119	266
Internal Link Dist (ft)		345	489		316	
Turn Bay Length (ft)	305			315		205
Base Capacity (vph)	885	2623	1749	952	806	729
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.24	0.53	0.35	0.32	0.61
Intersection Summary						
Cycle Length: 100						
Actuated Cycle Length: 100						
Offset: 53 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						

Timings
1: Highway 105 & Woodmoor Drive

Total Traffic Conditions - Year 2028
Sunday Peak Traffic Hour

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 20.4

Intersection LOS: C

Intersection Capacity Utilization 58.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Highway 105 & Woodmoor Drive



Intersection				
Intersection Delay, s/veh	4.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	234	34	279	170
Demand Flow Rate, veh/h	239	35	284	174
Vehicles Circulating, veh/h	167	301	40	206
Vehicles Exiting, veh/h	213	23	366	130
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	4.0	4.6	4.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	239	35	284	174
Cap Entry Lane, veh/h	1164	1015	1325	1118
Entry HV Adj Factor	0.978	0.967	0.982	0.978
Flow Entry, veh/h	234	34	279	170
Cap Entry, veh/h	1138	982	1301	1094
V/C Ratio	0.205	0.034	0.214	0.156
Control Delay, s/veh	5.0	4.0	4.6	4.7
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	24	109	46	14	86
Future Vol, veh/h	39	24	109	46	14	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	220	470	-
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	42	26	118	50	15	93
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	242	118	0	0	168	0
Stage 1	118	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	746	933	-	-	1409	-
Stage 1	907	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	738	933	-	-	1409	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.72	0	1.06			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	-	738	933	1409	-
HCM Lane V/C Ratio	-	-	0.057	0.028	0.011	-
HCM Ctrl Dly (s/v)	-	-	10.2	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	0	26	0	0	0	43	70	0	0	61	27
Future Vol, veh/h	39	0	26	0	0	0	43	70	0	0	61	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	0	28	0	0	0	47	76	0	0	66	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	251	251	81	236	265	76	96	0	0	76	0	0
Stage 1	81	81	-	170	170	-	-	-	-	-	-	-
Stage 2	170	170	-	66	96	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	703	652	979	719	640	985	1498	-	-	1523	-	-
Stage 1	927	828	-	832	758	-	-	-	-	-	-	-
Stage 2	832	758	-	944	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	680	631	979	675	619	985	1498	-	-	1523	-	-
Mov Cap-2 Maneuver	680	631	-	675	619	-	-	-	-	-	-	-
Stage 1	927	828	-	805	734	-	-	-	-	-	-	-
Stage 2	805	734	-	917	816	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.11		0		2.85		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	685	-	-	775	-	1523	-
HCM Lane V/C Ratio	0.031	-	-	0.091	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.1	0	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	9	21	169	203	48
Future Vol, veh/h	50	9	21	169	203	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	54	10	23	184	221	52
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	207	0	-	0	233	115
Stage 1	-	-	-	-	115	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1365	-	-	-	755	938
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1365	-	-	-	725	938
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	907	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	6.57	0		12.4		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1357	-	-	-	758	
HCM Lane V/C Ratio	0.04	-	-	-	0.36	
HCM Ctrl Dly (s/v)	7.7	0	-	-	12.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6	

Timings

1: Highway 105 & Woodmoor Drive

Total Traffic Conditions - Year 2045

Sunday Peak Traffic Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	353	800	1190	406	309	547
Future Volume (vph)	353	800	1190	406	309	547
Satd. Flow (prot)	3433	3539	3539	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				441		25
Lane Group Flow (vph)	384	870	1293	441	336	595
Turn Type	Prot	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		8	1
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	12.5	12.5	12.5	12.5	11.0
Total Split (s)	29.0	82.0	53.0	53.0	18.0	29.0
Total Split (%)	29.0%	82.0%	53.0%	53.0%	18.0%	29.0%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	6.5	6.5	6.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	23.0	75.5	47.5	47.5	11.5	41.0
Actuated g/C Ratio	0.23	0.76	0.48	0.48	0.12	0.41
v/c Ratio	0.49	0.33	0.77	0.45	0.85	0.90
Control Delay (s/veh)	35.5	4.4	25.9	3.2	64.5	44.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.5	4.4	25.9	3.2	64.5	44.5
LOS	D	A	C	A	E	D
Approach Delay (s/veh)		13.9	20.1		51.7	
Approach LOS		B	C		D	
Queue Length 50th (ft)	110	79	359	0	111	333
Queue Length 95th (ft)	155	102	450	52	#187	#551
Internal Link Dist (ft)		345	489		316	
Turn Bay Length (ft)	305			315		205
Base Capacity (vph)	823	2671	1681	984	394	679
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.33	0.77	0.45	0.85	0.88
Intersection Summary						
Cycle Length: 100						
Actuated Cycle Length: 100						
Offset: 53 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green						
Natural Cycle: 70						
Control Type: Actuated-Coordinated						

Timings
1: Highway 105 & Woodmoor Drive

Total Traffic Conditions - Year 2045
Sunday Peak Traffic Hour

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 25.6

Intersection LOS: C

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Highway 105 & Woodmoor Drive



Intersection				
Intersection Delay, s/veh	5.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	277	48	347	229
Demand Flow Rate, veh/h	283	49	354	234
Vehicles Circulating, veh/h	233	372	51	245
Vehicles Exiting, veh/h	246	33	465	176
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.9	4.4	5.2	5.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	283	49	354	234
Cap Entry Lane, veh/h	1088	944	1310	1075
Entry HV Adj Factor	0.978	0.975	0.981	0.979
Flow Entry, veh/h	277	48	347	229
Cap Entry, veh/h	1064	921	1285	1053
V/C Ratio	0.260	0.052	0.270	0.218
Control Delay, s/veh	5.9	4.4	5.2	5.5
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	30	153	51	17	121
Future Vol, veh/h	42	30	153	51	17	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	220	470	-
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	46	33	166	55	18	132

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	335	166	0
Stage 1	166	-	-
Stage 2	168	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	660	878	-
Stage 1	863	-	-
Stage 2	861	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	651	878	-
Mov Cap-2 Maneuver	651	-	-
Stage 1	863	-	-
Stage 2	849	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.24	0	0.95
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	651	878
HCM Lane V/C Ratio	-	-	0.07	0.037
HCM Ctrl Dly (s/v)	-	-	10.9	9.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	0	33	0	0	0	58	98	0	0	86	34
Future Vol, veh/h	52	0	33	0	0	0	58	98	0	0	86	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	0	36	0	0	0	63	107	0	0	93	37
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	345	345	112	326	363	107	130	0	0	107	0	0
Stage 1	112	112	-	233	233	-	-	-	-	-	-	-
Stage 2	233	233	-	93	130	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	610	578	941	627	565	948	1455	-	-	1484	-	-
Stage 1	893	803	-	770	712	-	-	-	-	-	-	-
Stage 2	770	712	-	913	788	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	582	552	941	575	539	948	1455	-	-	1484	-	-
Mov Cap-2 Maneuver	582	552	-	575	539	-	-	-	-	-	-	-
Stage 1	893	803	-	735	679	-	-	-	-	-	-	-
Stage 2	735	679	-	879	788	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.09		0		2.82		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	669	-	-	683	-	1484	-	-				
HCM Lane V/C Ratio	0.043	-	-	0.135	-	-	-	-				
HCM Ctrl Dly (s/v)	7.6	0	-	11.1	0	0	-	-				
HCM Lane LOS	A	A	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.5	-	0	-	-				

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	13	29	169	203	48
Future Vol, veh/h	50	13	29	169	203	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	54	14	32	184	221	52
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	215	0	-	0	246	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	123	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1355	-	-	-	742	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	903	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1355	-	-	-	712	927
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	903	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	6.17	0		12.59		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1344	-	-	-	745	
HCM Lane V/C Ratio	0.04	-	-	-	0.366	
HCM Ctrl Dly (s/v)	7.8	0	-	-	12.6	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7	

APPENDIX D

Additional Capacity Worksheets

Timings

1: Highway 105 & Woodmoor Drive

Background Traffic Conditions - Year 2045 - Mitigated

Sunday Peak Traffic Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	 	 	 		 	 
Traffic Volume (vph)	284	800	1190	344	245	475
Future Volume (vph)	284	800	1190	344	245	475
Satd. Flow (prot)	3433	3539	3539	1583	3433	2787
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	1583	3433	2787
Satd. Flow (RTOR)				374		44
Lane Group Flow (vph)	309	870	1293	374	266	516
Turn Type	Prot	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		8	1
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	12.5	12.5	12.5	12.5	11.0
Total Split (s)	29.0	82.0	53.0	53.0	18.0	29.0
Total Split (%)	29.0%	82.0%	53.0%	53.0%	18.0%	29.0%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	6.5	6.5	6.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	15.5	75.9	55.4	55.4	11.1	33.1
Actuated g/C Ratio	0.16	0.76	0.55	0.55	0.11	0.33
v/c Ratio	0.58	0.32	0.66	0.36	0.70	0.54
Control Delay (s/veh)	43.2	4.3	18.5	2.5	53.4	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.2	4.3	18.5	2.5	53.4	26.5
LOS	D	A	B	A	D	C
Approach Delay (s/veh)		14.5	14.9		35.6	
Approach LOS		B	B		D	
Queue Length 50th (ft)	97	79	293	0	86	139
Queue Length 95th (ft)	132	102	419	46	129	179
Internal Link Dist (ft)		345	489		316	
Turn Bay Length (ft)	305			315		205
Base Capacity (vph)	823	2686	1961	1043	394	1184
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.32	0.66	0.36	0.68	0.44
Intersection Summary						
Cycle Length: 100						
Actuated Cycle Length: 100						
Offset: 53 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						

Timings

1: Highway 105 & Woodmoor Drive

Background Traffic Conditions - Year 2045 - Mitigated

Sunday Peak Traffic Hour

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 19.2

Intersection LOS: B

Intersection Capacity Utilization 63.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Highway 105 & Woodmoor Drive



Timings

1: Highway 105 & Woodmoor Drive

Total Traffic Conditions - Year 2045 - Mitigated

Sunday Peak Traffic Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	 	 	 		 	 
Traffic Volume (vph)	353	800	1190	406	309	547
Future Volume (vph)	353	800	1190	406	309	547
Satd. Flow (prot)	3433	3539	3539	1583	3433	2787
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	1583	3433	2787
Satd. Flow (RTOR)				441		44
Lane Group Flow (vph)	384	870	1293	441	336	595
Turn Type	Prot	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		8	1
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	12.5	12.5	12.5	12.5	11.0
Total Split (s)	29.0	82.0	53.0	53.0	18.0	29.0
Total Split (%)	29.0%	82.0%	53.0%	53.0%	18.0%	29.0%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	6.5	6.5	6.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	18.1	75.5	52.4	52.4	11.5	36.1
Actuated g/C Ratio	0.18	0.76	0.52	0.52	0.12	0.36
v/c Ratio	0.62	0.33	0.70	0.42	0.85	0.58
Control Delay (s/veh)	41.7	4.4	21.2	2.9	64.5	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.7	4.4	21.2	2.9	64.5	25.6
LOS	D	A	C	A	E	C
Approach Delay (s/veh)		15.8	16.6		39.6	
Approach LOS		B	B		D	
Queue Length 50th (ft)	119	79	315	0	111	161
Queue Length 95th (ft)	155	102	450	52	#187	200
Internal Link Dist (ft)		345	489		316	
Turn Bay Length (ft)	305			315		205
Base Capacity (vph)	823	2671	1854	1039	394	1196
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.33	0.70	0.42	0.85	0.50
Intersection Summary						
Cycle Length: 100						
Actuated Cycle Length: 100						
Offset: 53 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						

Timings
1: Highway 105 & Woodmoor Drive

Total Traffic Conditions - Year 2045 - Mitigated
Sunday Peak Traffic Hour

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 21.8

Intersection LOS: C

Intersection Capacity Utilization 66.8%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Highway 105 & Woodmoor Drive

