TRAFFIC IMPACT STUDY

For

Monument Industrial
Monument, Colorado

January 2021

Prepared for:

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I. Introduction

Project Overview

This traffic impact study addresses the capacity, geometric, and control requirements associated with the development entitled Monument Industrial.

This proposed industrial development consists of a light industrial building. The development is located near the northeast corner of W Baptist Road and Terrazzo Drive in Monument, Colorado.

Study Area Boundaries

The study area to be examined in this analysis encompasses the W Baptist Road intersections with Interstate 25 northbound and southbound ramps, Woodcarver Road, Terrazzo Drive, and proposed site accesses.

Figure 1 illustrates location of the site and study intersections.

Site Description

Land for the development is currently vacant and surrounded by a mix of open space, residential, industrial, and commercial land uses.

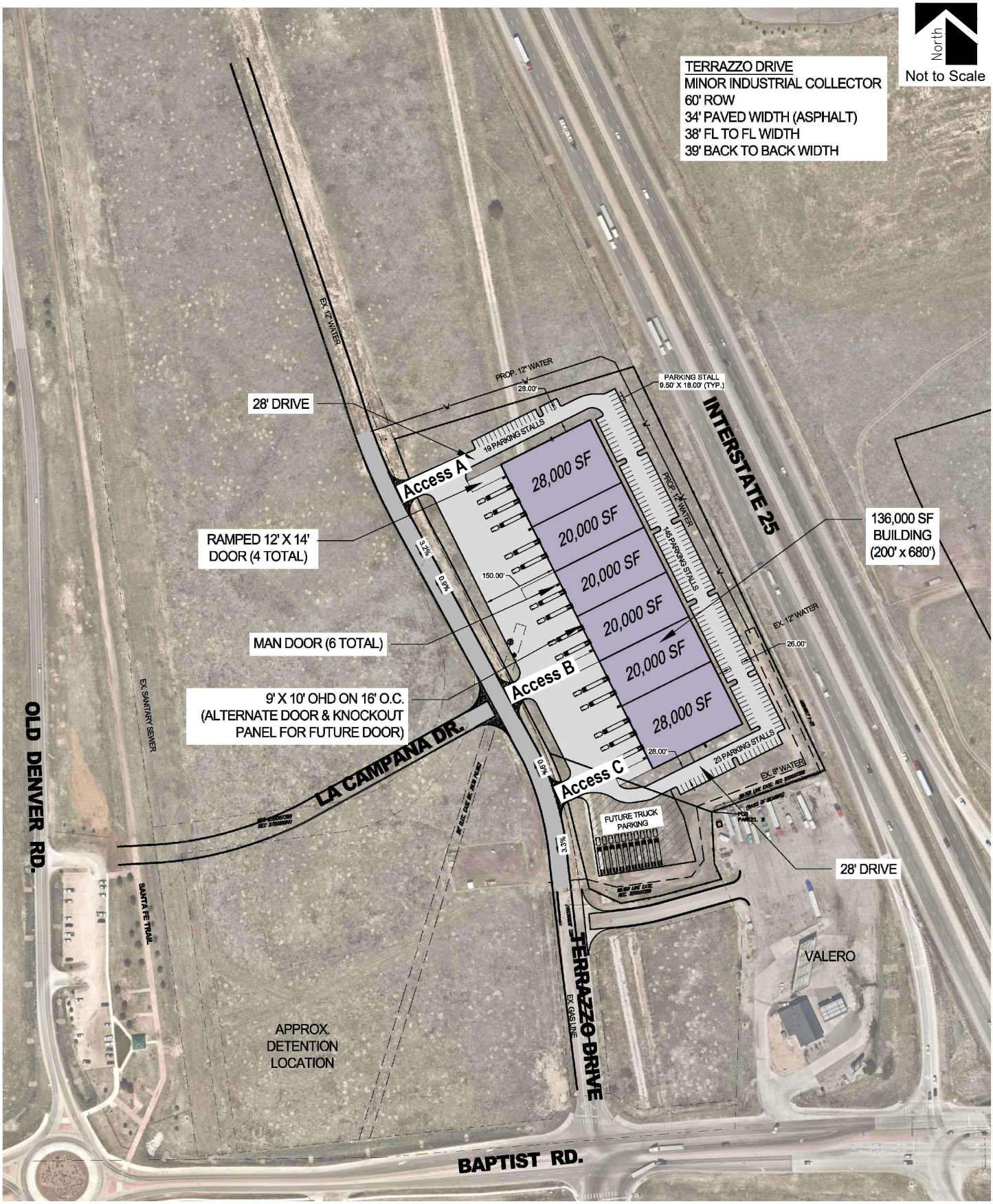
The proposed development is understood to entail the new construction of a 136,000 square foot light industrial building.

Proposed access to the development is provided at the following locations: three full-movement access drives onto the future northern extension of Terrazzo Drive (referred to as Access A, Access B, and Access C). Access A is located approximately 450 feet north of future La Campana Drive, Access B is an extension of La Campana Drive east of Terrazzo Drive, and Access C is located approximately 220 feet south of future La Campana Drive.

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2022.

A conceptual site plan, as prepared by MKEC Engineering, is shown on Figure 2. This plan is provided for illustrative purposes.


North
Not to Scale
Interstate 25
Development Site
Old Denver Road
W Baptist Road
Terrazzo Drive
Woodcarver Road


North
Not to Scale
TERRAZZO DRIVE
MINOR INDUSTRIAL COLLECTOR
60' ROW
34' PAVED WIDTH (ASPHALT)
38' FL TO FL WIDTH
39' BACK TO BACK WIDTH
28' DRIVE
Access A
RAMPED 12' X 14' DOOR (4 TOTAL)
MAN DOOR (6 TOTAL)
9' X 10' OHD ON 16' O.C. (ALTERNATE DOOR & KNOCKOUT PANEL FOR FUTURE DOOR)
Access B
Access C
28,000 SF
20,000 SF
20,000 SF
20,000 SF
20,000 SF
28,000 SF
136,000 SF BUILDING (200' x 680')
INTERSTATE 25
PARKING STALL 9.50' X 18.00' (TYP.)
19 PARKING STALLS
148 PARKING STALLS
23 PARKING STALLS
PROP. 12" WATER
EX. 12" WATER
EX. 8" WATER
EX. SANITARY SEWER
EX. GASLINE
150.00'
28.00'
26.00'
3.2%
0.6%
0.9%
3.3%
FUTURE TRUCK PARKING
28' DRIVE
VALERO
APPROX. DETENTION LOCATION
LA CAMPANA DR.
OLD DENVER RD.
SANTA FE TRAIL
TERRAZZO DRIVE
BAPTIST RD.

Existing and Committed Surface Transportation Network

Within the study area, W Baptist Road is the primary roadway that will accommodate traffic to and from the proposed development. Secondary roadways include Interstate 25, Woodcarver Road, Old Denver Road, and Terrazzo Drive. A brief description of each roadway is provided below:

W Baptist Road is an east-west roadway within The Colorado Department of Transportation's (CDOT) jurisdiction within the study area but is maintained by El Paso County. W Baptist Road has a varying number of through lanes (one to three lanes in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. The County's transportation plan[1] categorizes W Baptist Road as a principal arterial roadway east of Interstate 25 and a collector roadway west of Interstate 25. W Baptist Road provides an eastbound posted speed limit of 40 MPH and westbound posted speed limits of 45 and 35 MPH east and west of Terrazzo Drive, respectively.

Old Denver Road is a north-south collector roadway within the Town of Monument having two through lanes (one lane in each direction) with exclusive turn lanes at the intersection within the study area. Old Denver Road provides a posted speed limit of 40 MPH. Old Denver Road ends at W Baptist Road and continues south as Woodcarver Road.

Woodcarver Road is a north-south private roadway within El Paso County having two through lanes (one lane in each direction) with shared turn lanes at the roundabout intersection within the study area. Woodcarver Road is unclassified in the County's transportation plan. However, per Section 2.2.4 and Table 2-7 of the County's standards[2], Woodcarver Road is assumed to be classified as a local roadway with a posted speed limit of 25 MPH, with future potential to become a collector roadway north of the proposed intersection with Squadron Drive. Woodcarver Road ends at W Baptist Road and continues north as Old Denver Road.

Terrazzo Drive is a north-south roadway within the Town of Monument. North of W Baptist Road, Terrazzo Drive is classified as a two-lane minor collector roadway with a combination of shared access and exclusive turn lanes at its intersection within the study area and an assumed speed limit of 35 MPH. This is consistent with the preliminary site plan[3] prepared for Santa Fe Park.

Terrazzo Drive south of W Baptist Road provides three through lanes (two northbound lanes and one southbound lane) with a combination of shared and exclusive turn lanes at its intersection with W Baptist Road. The southern portion of Terrazzo Drive is unclassified in the County's transportation plan. However, per Section 2.2.4 and Table 2-7 of the County's standards and connection to W Baptist Road, Terrazzo Drive has an assumed classification as a collector roadway with a posted speed limit of 35 MPH. This roadway description is consistent with the Pilot Travel Center traffic impact study[4].

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[1] El Paso County 2016 Major Transportation Corridors Plan Update, Felsburg Holt & Ullevig, December 2016.
[2] El Paso County Engineering Criteria Manual, El Paso County, December 2016.
[3] Santa Fe Park Preliminary PD Site Plan, N.E.S. Inc., January 2020.
[4] Pilot Travel Center, Drexel, Barrell & Co., July 2017.

Interstate 25 at W Baptist Road is an existing diamond interchange with Interstate 25 travel below W Baptist Road. The interchange is within CDOT jurisdiction. Northbound and southbound on / off ramps have a posted advisory speed limit of 45 MPH. Each interchange ramp has one travel lane with a combination of shared and exclusive turn lanes at W Baptist Road.

The study intersections of W Baptist Road with the Interstate 25 northbound and southbound ramps are signalized. The study intersection of W Baptist Road with Woodcarver Road operates as a roundabout. 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.

Without the consideration of future adjacent developments, no regional or specific improvements for the roadways described above are known to be planned or committed at this time.

II. Existing Traffic Conditions

Average daily (24-hour) traffic volumes were collected on Terrazzo Drive. Morning (AM) and afternoon (PM) peak hour traffic counts at the W Baptist Road intersections with the Interstate 25 northbound and southbound ramps were obtained from the Falcon Commerce Center traffic impact study[5]. Peak hour traffic counts shown for the W Baptist Road intersections with Woodcarver Road and Terrazzo Drive, and 24-hour traffic volumes shown for W Baptist Road, were obtained from the Santa Fe Park traffic impact study[6]. These counts are shown on Figure 3.

Traffic count data is included for reference in Appendix A.

Existing signal timing parameters for the W Baptist Road intersections with Interstate 25 northbound and southbound ramps were obtained from CDOT and used throughout this study to the best extent possible in order to remain consistent with existing signal coordination plans. CDOT signal timing information received is included for reference in Appendix A.

[5] Falcon Commerce Center, SM ROCHA, LLC, August 2020.
[6] Santa Fe Park, LSC Transportation Consultants, Inc., January 2020.

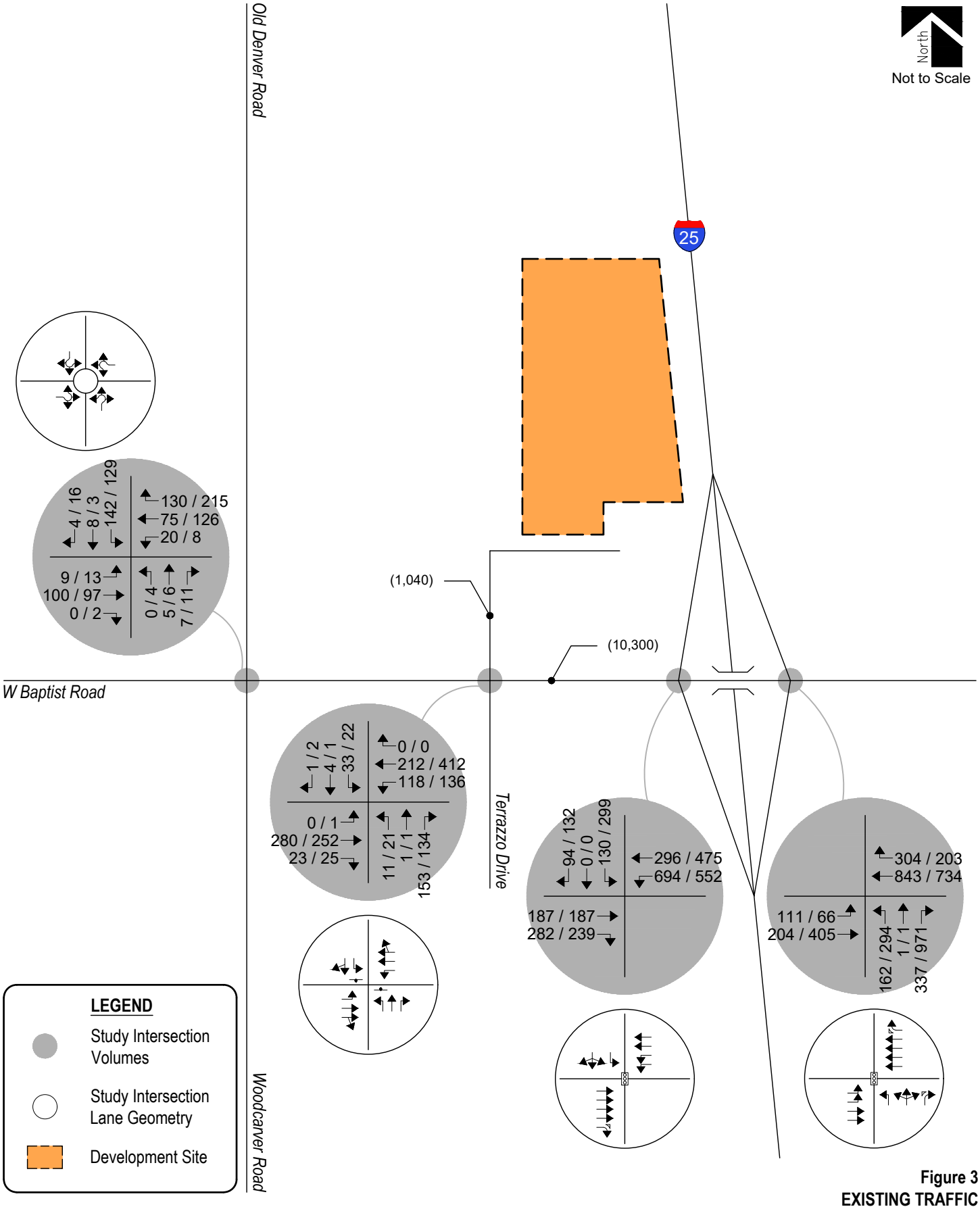

Figure 3
EXISTING TRAFFIC
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

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

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	LEVEL OF SERVICE	
LANE GROUPS	AM PEAK HOUR	PM PEAK HOUR
W Baptist Road / I-25 Northbound Ramp (Signalized)	B (12.7)	B (11.2)
W Baptist Road / I-25 Southbound Ramp (Signalized)	C (23.5)	C (23.4)
W Baptist Road / Old Denver Road (Roundabout)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
W Baptist Road / Terrazzo Drive (Stop-controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left	C	C
Northbound Through	C	C
Northbound Right	B	B
Southbound Left	C	D
Southbound Through and Right	C	B

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

Existing Traffic Analysis Results

Under existing conditions, operational analysis shows that the signalized intersection of W Baptist Road with Interstate 25 Northbound Ramp has overall operations at LOS B during both morning and afternoon peak traffic hours.

The signalized intersection of W Baptist Road with Interstate 25 Southbound Ramp has overall operations at LOS C during both morning and afternoon peak traffic hours.

The roundabout intersection of W Baptist Road with Old Denver Road has turn movement operations at LOS A during both morning and afternoon peak traffic hours.

The stop-controlled intersection of W Baptist Road with Terrazzo Drive has turn movement operations at or better than LOS C during morning peak traffic hours and LOS D or better during afternoon peak traffic hours.

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 2022 and 2040, a compounded annual growth rate was determined using traffic data provided by CDOT's Online Transportation Information System (OTIS), which anticipates a 20-year growth rate of approximately two percent. Therefore, in order to provide for a conservative analysis, a growth rate of two percent was applied to existing traffic volumes.

To account for projected traffic from adjacent developments not yet built, trip generations from Falcon Commerce Center, Forest Lakes Phase II[7], Wagons West[8], Nexus Industrial[9], Willow Springs Ranch[10], and Santa Fe Park were added to background traffic volumes.

Pursuant to the area roadway improvements discussed in Section I, and in order to remain consistent with future adjacent developments mentioned above, various roadway and intersection improvements are assumed for Year 2022 background traffic conditions. As part of the Santa Fe Park traffic study, Terrazzo Drive is planned to extend further north in order to provide access to future industrial park land uses. The construction of La Campana Drive is also expected, as shown in the Santa Fe Park traffic study, connecting Old Denver Road with Terrazzo Drive. As indicated within the Falcon Commerce Center traffic study, Terrazzo Drive is planned to extend further south in order to provide access to the majority of the Falcon Commerce Center development. Additionally, the W Baptist Road and Terrazzo Drive intersection is shown to operate under traffic signal control. The widening of Woodcarver Road from W Baptist Road south to Squadron Drive is also expected as part of the Falcon Commerce Center development.

In order to remain consistent with the Pilot Travel Center traffic impact study, Year 2040 background traffic conditions assume improvements at the W Baptist Road and Terrazzo Drive intersection including dual westbound left turn lanes and a northbound shared through and right turn lane. Year 2040 also assumes existing signal timing parameters for the W Baptist Road intersections with the Terrazzo Drive and Interstate 25 northbound and southbound ramps with optimized intersection splits in effort to better long-term intersection performance. This assumption provides for a conservative analysis.

Projected background traffic volumes and intersection geometry for Years 2022 and 2040 are shown on Figure 4 and Figure 5, respectively.

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[7] Forest Lakes Phase II Traffic Impact Study, LSC Transportation Consultants, Inc., February 2019.
[8] Wagons West Traffic Impact Study, LSC Transportation Consultants, Inc., August 2017.
[9] Nexus Industrial Traffic Impact Study, LSC Transportation Consultants Inc., November 2017.
[10] Willow Springs Ranch Traffic Impact Study, LSC Transportation Consultants, Inc., December 2019.

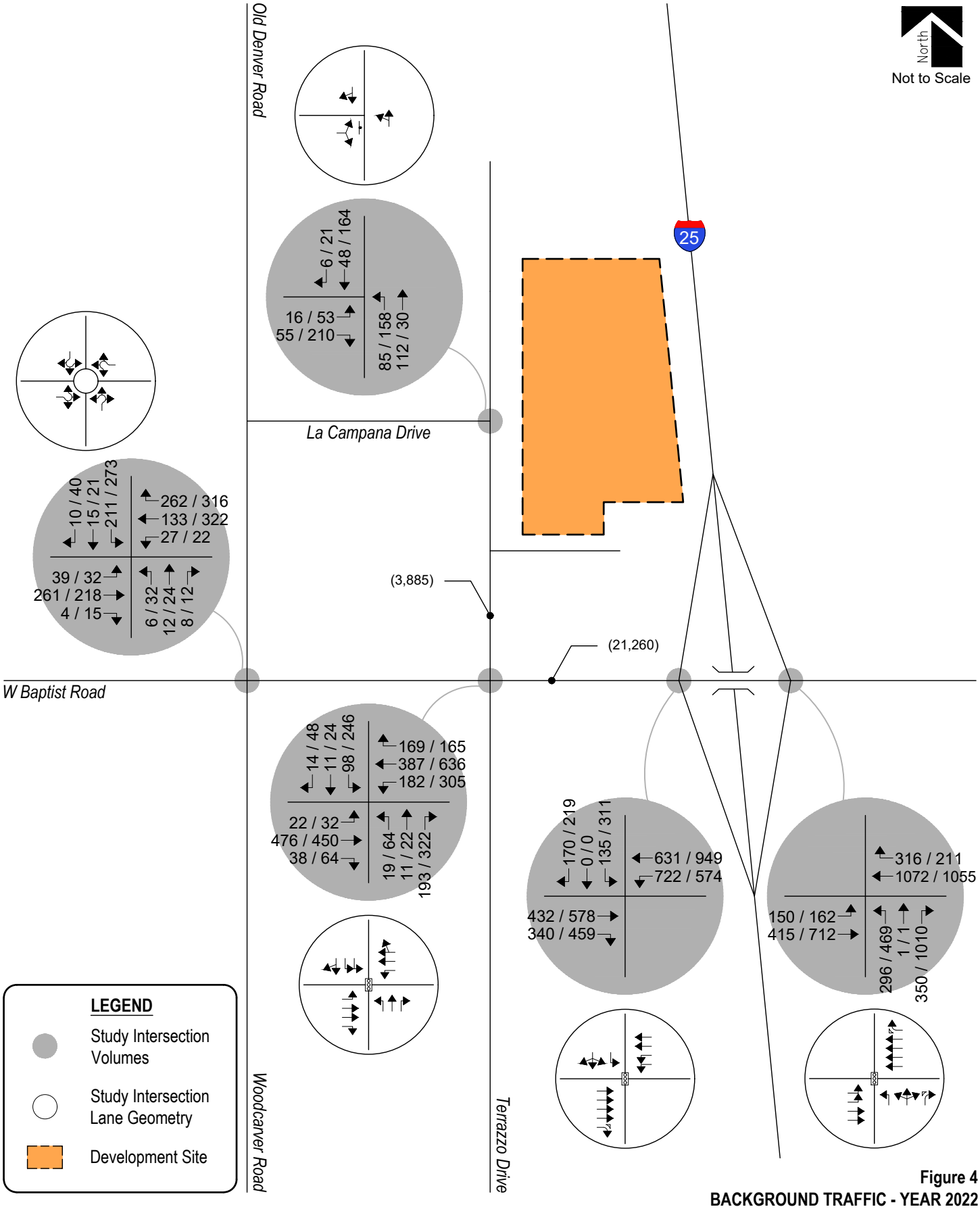

Figure 4
BACKGROUND TRAFFIC - YEAR 2022
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

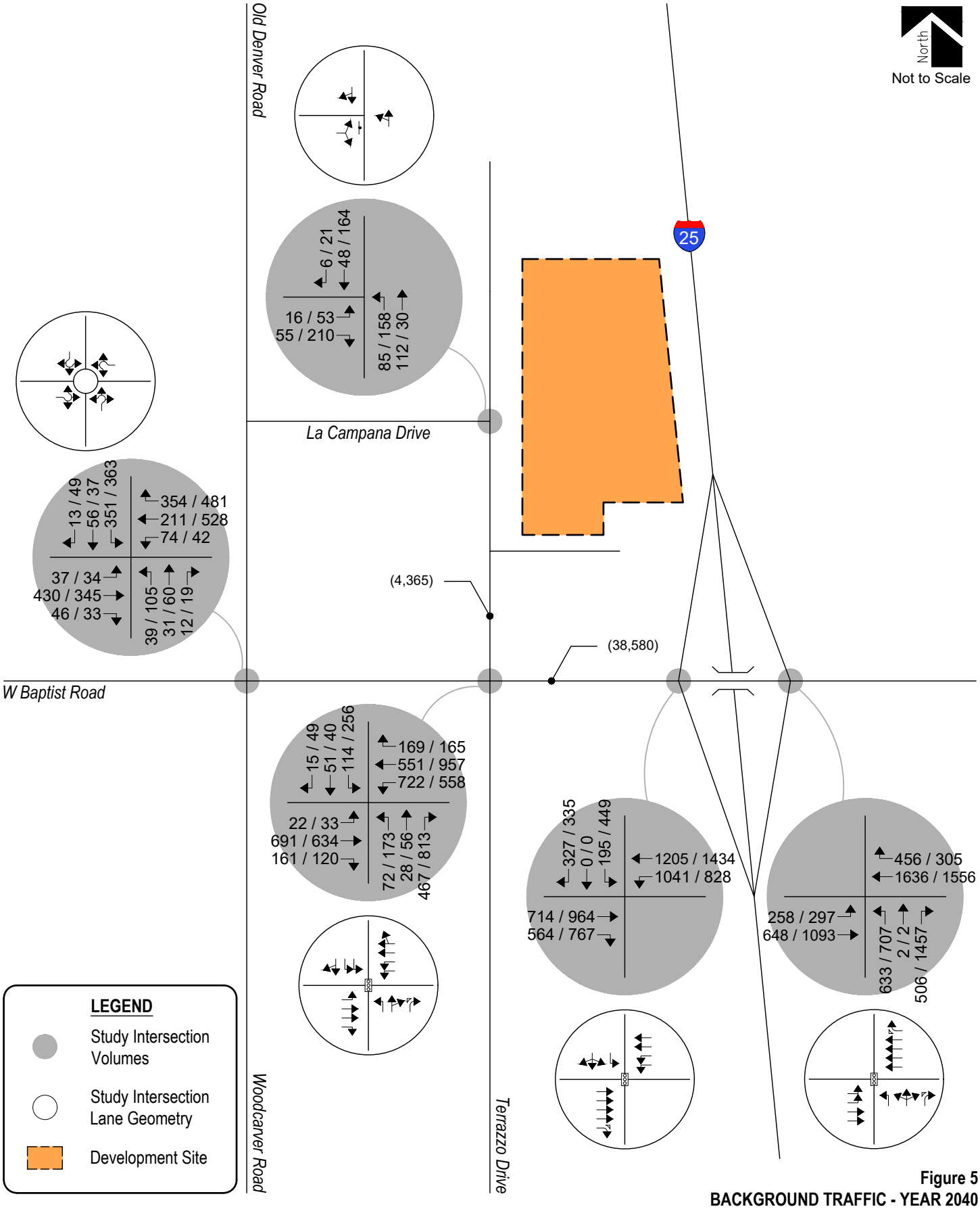

Figure 5
BACKGROUND TRAFFIC - YEAR 2040
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

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 2022 are listed in Table 2. Year 2040 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 2022

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
W Baptist Road / I-25 Northbound Ramp (Signalized)	B (14.9)	B (15.7)
W Baptist Road / I-25 Southbound Ramp (Signalized)	C (19.3)	C (21.2)
W Baptist Road / Terrazzo Drive (Signalized)	B (15.5)	B (17.3)
W Baptist Road / Old Denver Road (Roundabout)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
La Campana Drive / Terrazzo Drive (Stop-Controlled)		
Eastbound Left and Right	A	B
Northbound Left and Through	A	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 2022

Year 2022 background traffic analysis indicates that the signalized intersection of W Baptist Road with Interstate 25 Northbound Ramp has overall operations at LOS B during both morning and afternoon peak traffic hours.

The signalized intersection of W Baptist Road with Interstate 25 Southbound Ramp shows overall operations at LOS C during both morning and afternoon peak traffic hours.

The signalized intersection of W Baptist Road with Terrazzo Drive is expected to have overall operations at LOS B during both morning and afternoon peak traffic hours.

Unsignalized intersections within the study area operate at LOS A during morning peak traffic hours and LOS B or better during afternoon peak traffic hours.

Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2040

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
W Baptist Road / I-25 Northbound Ramp (Signalized)	C (22.2)	C (26.4)
W Baptist Road / I-25 Southbound Ramp (Signalized)	C (32.8)	D (41.7)
W Baptist Road / Terrazzo Drive (Signalized)	C (26.9)	C (24.7)
W Baptist Road / Old Denver Road (Roundabout)		
Eastbound Left, Through and Right	C	B
Westbound Left, Through and Right	A	F
Northbound Left, Through and Right	A	B
Southbound Left, Through and Right	A	D
La Campana Drive / Terrazzo Drive (Stop-Controlled)		
Eastbound Left and Right	A	B
Northbound Left and Through	A	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 2040

By Year 2040 and without the proposed development, the study intersection of W Baptist Road with Interstate 25 Northbound Ramp experiences LOS C operations during both morning and afternoon peak traffic hours.

The signalized intersection of W Baptist Road with Interstate 25 Southbound Ramp projects overall operations at LOS C during morning peak traffic hours and LOS D during afternoon peak traffic hours.

The signalized intersection of W Baptist Road with Terrazzo Drive is anticipated to have overall operations at LOS C during both morning and afternoon peak traffic hours.

The roundabout intersection of W Baptist Road with Old Denver Road projects turning movement operations at or better than LOS C during morning peak traffic hours and LOS D or better during afternoon peak traffic hours. Exceptions would include the westbound turning movement which operates at LOS F during afternoon peak traffic hours. The LOS F operation is attributed to the large approach volumes at the intersection and the roundabout-controlled nature of the intersection. The addition of a free-moving westbound right turn lane, as shown in previously referenced traffic studies, is shown to mitigate westbound turn movement operations to acceptable levels of service.

The unsignalized intersection of La Campana Drive with Terrazzo Drive is expected to have turn movement operations at LOS A during morning peak traffic hours and LOS B or better during afternoon peak traffic hours.

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, 10th Edition, were applied to the proposed land use in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use code 110 (General Light Industrial) was used for estimating trip generation because of its best fit to the proposed land use description.

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

Table 4 – Trip Generation Rates

			TRIP GENERATION RATES						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	UNIT	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
110	General Light Industrial	KSF	4.96	0.62	0.08	0.70	0.08	0.55	0.63

Key: KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

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

Table 5 – Trip Generation Summary

			TOTAL TRIPS GENERATED						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	SIZE	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
110	General Light Industrial	136.0 KSF	675	84	11	95	11	75	86
		Total:	*675*	*84*	*11*	*95*	*11*	*75*	*86*

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

Upon build-out, Table 5 illustrates that the proposed development has the potential to generate approximately 675 daily trips with 95 of those occurring during the morning peak hour and 86 during the afternoon peak hour.

Adjustments to Trip Generation Rates

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

Trip Distribution

The overall directional distribution of site-generated traffic was determined based on the location of the development site within the Town, proposed and existing area land uses, allowed turning movements, and available roadway network. Vehicle trip distribution patterns were also referenced with the adjacent Santa Fe Park traffic study.

In coordination with the developer, trip generation caused by Monument Industrial is not planning to utilize La Campana Drive as a viable route. Instead, site-generated traffic is assumed to either travel northbound or southbound along Terrazzo Drive.

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

Trip Assignment

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

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

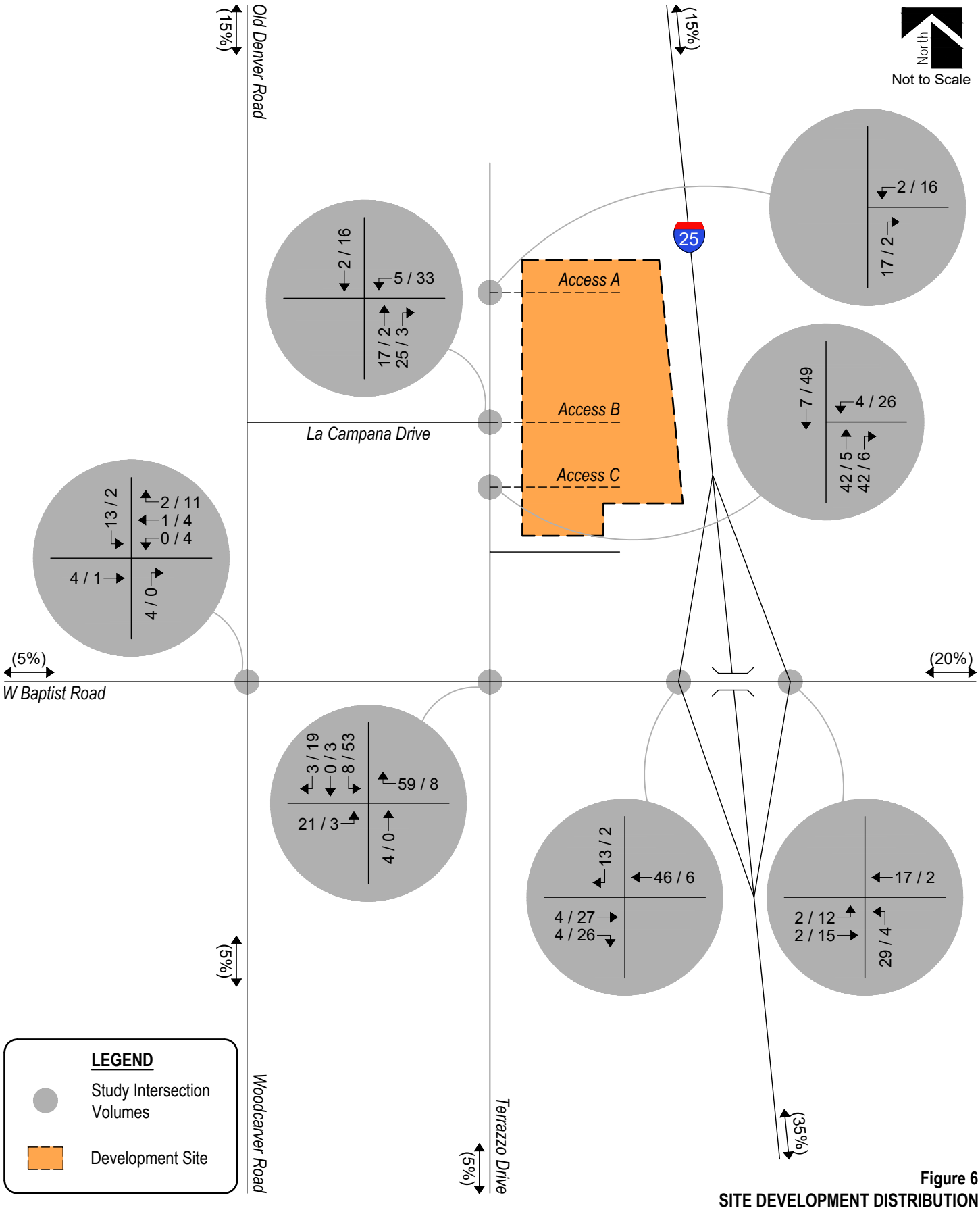

Figure 6
SITE DEVELOPMENT DISTRIBUTION
(%) : Overall
SITE-GENERATED
AM / PM Peak Hour

V. Future Traffic Conditions With Proposed Developments

Site-generated traffic was added to background traffic projections for Years 2022 and 2040 to develop total traffic projections. For analysis purposes, it was assumed that development construction would be completed by end of Year 2022.

Pursuant to area roadway improvement discussions provided in Section III, Year 2022 and Year 2040 total traffic conditions assume no roadway improvements to accommodate regional transportation demands. Roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency.

Projected Year 2022 total traffic volumes and intersection geometry are shown in Figure 7.

Figure 8 shows projected total traffic volumes and intersection geometry for Year 2040.

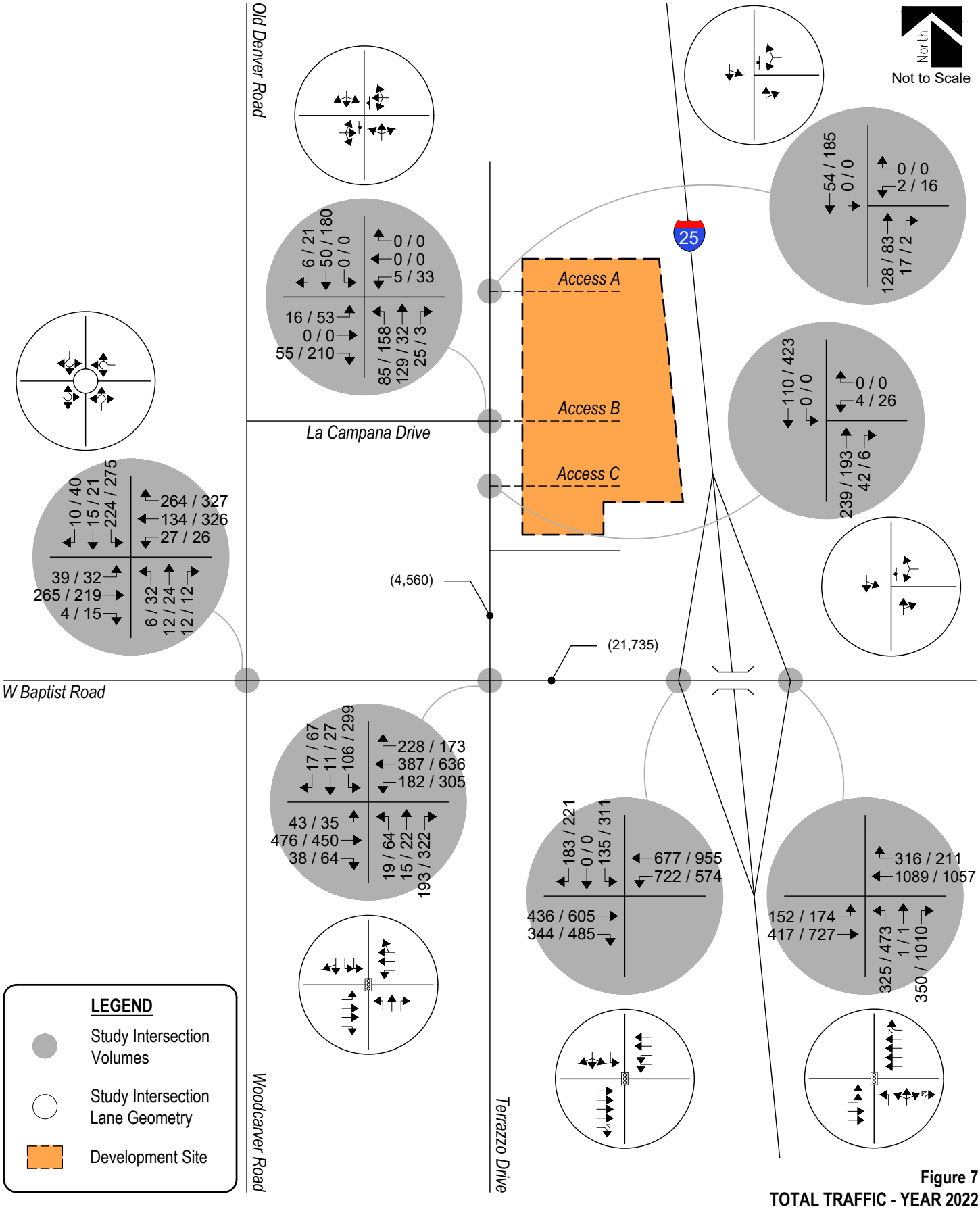

Figure 7
TOTAL TRAFFIC - YEAR 2022
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

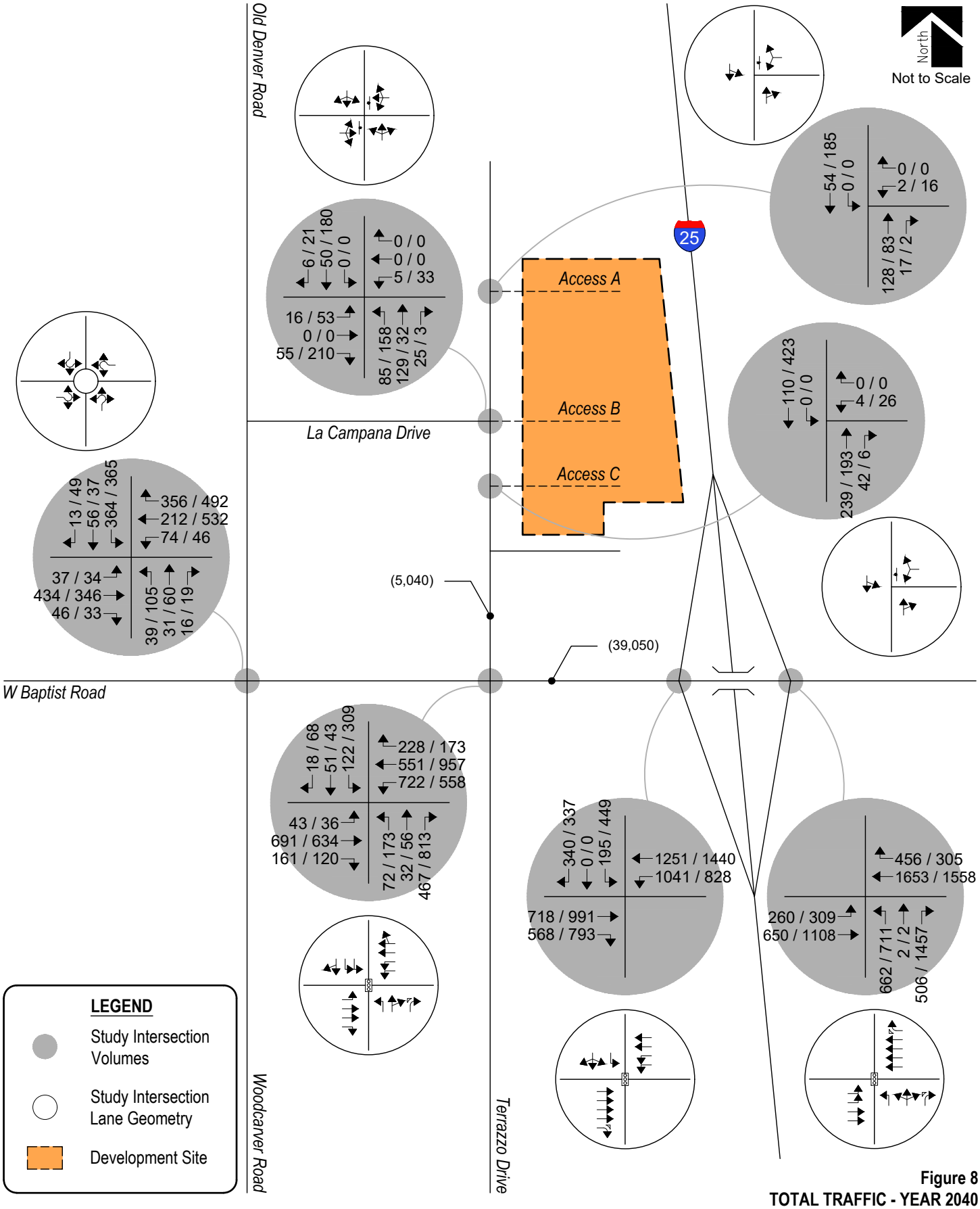

Figure 8
TOTAL TRAFFIC - YEAR 2040
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

VI. Project Impacts

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

Peak Hour Intersection Levels of Service

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. Total traffic level of service analysis results for Years 2022 and 2040 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 2022

INTERSECTION	LEVEL OF SERVICE	
LANE GROUPS	AM PEAK HOUR	PM PEAK HOUR
W Baptist Road / I-25 Northbound Ramp (Signalized)	B (15.3)	B (15.9)
W Baptist Road / I-25 Southbound Ramp (Signalized)	B (18.8)	C (21.2)
W Baptist Road / Terrazzo Drive (Signalized)	B (15.4)	B (18.1)
W Baptist Road / Old Denver Road (Roundabout)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	B
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Access A / Terrazzo Drive (Stop-Controlled)		
Westbound Left and Right	A	B
Southbound Left and Through	A	A
La Campana Drive (Access B) / Terrazzo Drive (Stop-Controlled)		
Eastbound Left, Through and Right	A	B
Westbound Left, Through and Right	B	C
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Access C / Terrazzo Drive (Stop-Controlled)		
Westbound Left and Right	B	B
Southbound Left and Through	A	A

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 2040

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
W Baptist Road / I-25 Northbound Ramp (Signalized)	C (22.4)	C (26.2)
W Baptist Road / I-25 Southbound Ramp (Signalized)	D (35.1)	D (43.2)
W Baptist Road / Terrazzo Drive (Signalized)	C (27.8)	C (27.4)
W Baptist Road / Old Denver Road (Roundabout)		
Eastbound Left, Through and Right	C	B
Westbound Left, Through and Right	B	F
Northbound Left, Through and Right	A	B
Southbound Left, Through and Right	B	D
Access A / Terrazzo Drive (Stop-Controlled)		
Westbound Left and Right	A	B
Southbound Left and Through	A	A
La Campana Drive (Access B) / Terrazzo Drive (Stop-Controlled)		
Eastbound Left, Through and Right	A	B
Westbound Left, Through and Right	B	C
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Access C / Terrazzo Drive (Stop-Controlled)		
Westbound Left and Right	B	B
Southbound Left and Through	A	A

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 2040 and upon development build-out, the signalized intersection of W Baptist Road with Interstate 25 Northbound Ramp shows an overall LOS C operation during both morning and afternoon peak traffic hours.

The signalized intersection of W Baptist Road with Interstate 25 Southbound Ramp is projected to have morning and afternoon peak traffic hour operations at LOS D.

The signalized intersection of W Baptist Road with Terrazzo Drive is anticipated to have overall LOS C operations during both morning and afternoon peak traffic hours.

The roundabout intersection of W Baptist Road with Old Denver Road projects turning movement operations at or better than LOS C during morning peak traffic hours and LOS D or better during afternoon peak traffic hours. Exceptions still include the westbound turn movement which operates at LOS F during afternoon peak traffic hours. The LOS F operation is attributed to the large approach volumes at the intersection and the roundabout-controlled nature of the intersection. The addition of a free-moving westbound right turn lane, as shown in previously referenced traffic studies, is shown to mitigate westbound turn movement operations to acceptable levels of service.

The stop-controlled intersection of Terrazzo Drive with Access A is projected to have turning movement operations at LOS A during morning peak traffic hours and LOS B or better during afternoon peak traffic hours.

The unsignalized intersection of Terrazzo Drive with La Campana Drive (Access B) is expected to have turn movements operations at or better than LOS B during morning peak traffic hours and LOS C or better during afternoon peak traffic hours.

The unsignalized intersection of Terrazzo Drive with Access C is anticipated to have turn movement operations at or better than LOS B during both morning and afternoon peak traffic hours.

Compared to the background traffic analysis, the traffic generated by the proposed development is not expected to significantly change the operations of the study intersections.

Queue Length Analysis

Queue lengths for existing and proposed intersections along W Baptist Road and Terrazzo Drive were analyzed using Year 2040 total traffic conditions. The analysis yields estimate of 95th percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. Queue lengths were modeled and are included with the Synchro worksheets in Appendix C.

At the W Baptist Road intersection with Interstate 25 Northbound Ramp, 95th percentile queue lengths are shown to exceed storage capacity for the northbound right turn movement during afternoon peak traffic hours. This movement is off-site and unaffected by the proposed Monument Industrial development.

Similar to the Falcon Commerce Center traffic study, 95th percentile queue lengths at the W Baptist Road and Interstate 25 Southbound Ramp are projected to exceed storage capacities for the eastbound right, westbound left, and southbound shared turning movements during both peak traffic hours. The westbound and southbound movements are not affected by the proposed Monument Industrial development.

At the intersection of W Baptist Road with Terrazzo Drive, 95th percentile queuing for the eastbound through movement, westbound left, through and right turn movements, and northbound through and right turn movements are shown to exceed storage capacities during either peak traffic hour. The westbound and northbound movements are unaffected by the proposed development. It is noted that analysis results indicate southbound left turn volumes desiring to access southbound Interstate 25 conflict with traffic volumes for the northbound right turn movement. However, 95th percentile queuing for the southbound left turn movement does not exceed storage capacity.

These 95th percentile queuing projections are consistent with that shown within the Falcon Commerce Center traffic study and the UPS Distribution Center traffic generation analysis[11].

[11] UPS Distribution Center, SM ROCHA, LLC, November 2020.

VII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled Monument Industrial. This proposed industrial development consists of a light industrial building. The development is located near the northeast corner of W Baptist Road and Terrazzo Drive in Monument, Colorado.

The study area to be examined in this analysis encompassed the W Baptist Road intersections with Interstate 25 northbound and southbound ramps, Woodcarver Road, Terrazzo Drive, and proposed site accesses.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2022 and Year 2040 background traffic conditions, and Year 2022 and Year 2040 total traffic conditions.

Analysis of existing traffic conditions indicates that the signalized intersection of W Baptist Road with Interstate 25 Northbound Ramp has overall operations at LOS B during both morning and afternoon peak traffic hours. The signalized intersection of W Baptist Road with Interstate 25 Southbound Ramp has overall operations at LOS C during both morning and afternoon peak traffic hours. The roundabout intersection of W Baptist Road with Old Denver Road has turn movement operations at LOS A during both morning and afternoon peak traffic hours. The stop-controlled intersection of W Baptist Road with Terrazzo Drive has turn movement operations at or better than LOS C during morning peak traffic hours and LOS D or better during afternoon peak traffic hours.

Without the proposed development, Year 2022 background operational analysis shows that the signalized intersection of W Baptist Road with Interstate 25 Northbound Ramp has overall operations at LOS B during both morning and afternoon peak traffic hours. The signalized intersection of W Baptist Road with Interstate 25 Southbound Ramp shows overall operations at LOS C during both morning and afternoon peak traffic hours. The signalized intersection of W Baptist Road with Terrazzo Drive is expected to have overall operations at LOS B during both morning and afternoon peak traffic hours. Unsignalized intersections within the study area operate at or better than LOS B during both morning and afternoon peak traffic hours.

By Year 2040 and without the proposed development, the study intersection of W Baptist Road with Interstate 25 Northbound Ramp experiences LOS C operations during both morning and afternoon peak traffic hours. The signalized intersection of W Baptist Road with Interstate 25 Southbound Ramp projects overall operations at LOS C during morning peak traffic hours and LOS D during afternoon peak traffic hours. The signalized intersection of W Baptist Road with Terrazzo Drive is anticipated to have overall operations at LOS C during both morning and afternoon peak traffic hours. The roundabout intersection of W Baptist Road with Old Denver Road projects turning movement operations at or better than LOS C during morning peak traffic hours and LOS D or better during afternoon peak traffic hours. Exceptions would include the westbound turn movement which operates at LOS F during afternoon peak traffic hours. The LOS F operation is attributed to the large approach volumes at the intersection and the roundabout-controlled nature of the intersection. The addition of a free-moving westbound right turn lane, as shown in previously referenced traffic studies, is shown to

mitigate westbound turn movement operations to acceptable levels of service. The unsignalized intersection of La Campana Drive with Terrazzo Drive is expected to have turn movement operations at LOS A during morning peak traffic hours and LOS B or better during afternoon peak traffic hours.

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 2040 background traffic conditions. It is further emphasized that intersection operations are anticipated to be consistent with those shown within the Falcon Commerce Center traffic impact study. Proposed site accesses have long-term operations at LOS C or better during peak traffic periods and upon build-out.

APPENDIX A

Traffic Count Data
Signal Timing Information

All Traffic Data Services

www.alltrafficdata.net

Date Start: 01-Dec-20
Site Code: 1
Station ID: 1
TERRAZZO DR N.O. BAPTIST RD

Start Time	01-Dec-20 Tue	NB	SB							Total
12:00 AM		6	9							15
01:00		1	1							2
02:00		8	9							17
03:00		3	5							8
04:00		1	11							12
05:00		9	26							35
06:00		19	23							42
07:00		25	44							69
08:00		**31**	45							76
09:00		18	35							53
10:00		28	**49**							**77**
11:00		23	44							67
12:00 PM		**34**	44							78
01:00		27	47							74
02:00		18	34							52
03:00		34	52							**86**
04:00		22	**59**							81
05:00		16	38							54
06:00		8	32							40
07:00		4	20							24
08:00		12	15							27
09:00		8	16							24
10:00		8	13							21
11:00		1	7							8
Total		364	678							1042
Percent		34.9%	65.1%							
AM Peak	-	08:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	31	49	-	-	-	-	-	-	77
PM Peak	-	12:00	16:00	-	-	-	-	-	-	15:00
Vol.	-	34	59	-	-	-	-	-	-	86
Grand Total		364	678							1042
Percent		34.9%	65.1%							
ADT		ADT 1,042		AADT 1,042						

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(303) 216-2439
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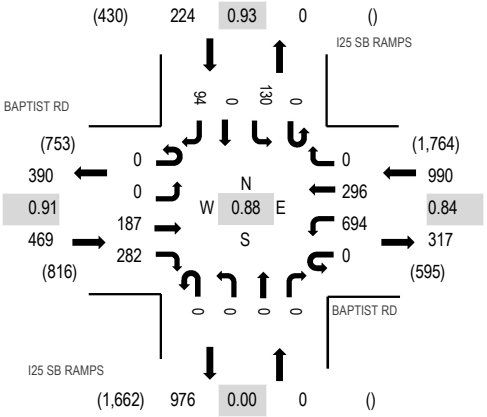
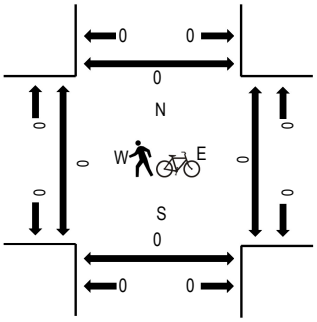
Location: 1 I25 SB RAMPS & BAPTIST RD AM
Date: Thursday, February 13, 2020
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	BAPTIST RD Eastbound				BAPTIST RD Westbound				I25 SB RAMPS Northbound				I25 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	38	70	0	167	64	0	0	0	0	0	0	20	0	18	377	1,683	0	0	0	0
7:15 AM	0	0	58	71	0	183	61	0	0	0	0	0	0	34	0	30	437	1,627	0	0	0	0
7:30 AM	0	0	49	74	0	210	83	0	0	0	0	0	0	40	0	22	478	1,497	0	0	0	0
7:45 AM	0	0	42	67	0	134	88	0	0	0	0	0	0	36	0	24	391	1,395	0	0	0	0
8:00 AM	0	0	26	60	0	119	65	0	0	0	0	0	0	36	0	15	321	1,327	0	0	0	0
8:15 AM	0	0	32	48	0	116	63	0	0	0	0	0	0	34	0	14	307		0	0	0	0
8:30 AM	0	0	37	58	0	131	94	0	0	0	0	0	0	35	1	20	376		0	0	0	0
8:45 AM	0	0	49	37	0	115	71	0	0	0	0	0	0	29	1	21	323		0	0	1	1
Count Total	0	0	331	485	0	1,175	589	0	0	0	0	0	0	264	2	164	3,010		0	0	1	1
Peak Hour	0	0	187	282	0	694	296	0	0	0	0	0	0	130	0	94	1,683		0	0	0	0

All Traffic Data Services Inc.

(303) 216-2439
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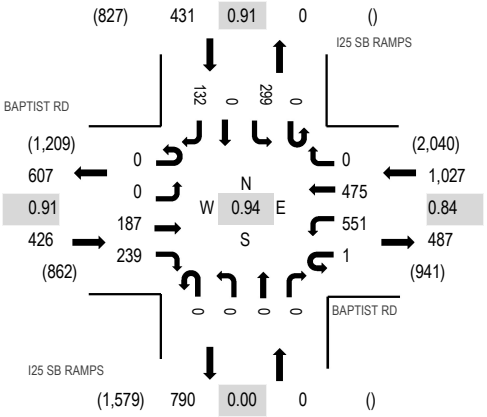
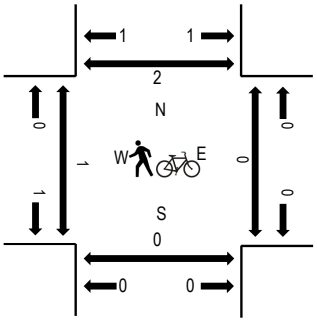
Location: 1 I25 SB RAMPS & BAPTIST RD PM
Date: Thursday, February 13, 2020
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	BAPTIST RD Eastbound				BAPTIST RD Westbound				I25 SB RAMPS Northbound				I25 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	59	65	0	153	114	0	0	0	0	0	0	79	0	29	499	1,868	0	0	0	0
4:15 PM	0	0	45	70	0	166	121	0	0	0	0	0	0	55	1	38	496	1,868	0	0	0	0
4:30 PM	0	0	44	48	0	116	112	0	0	0	0	0	0	65	0	33	418	1,863	1	0	0	1
4:45 PM	0	0	58	63	0	114	113	0	0	0	0	0	0	71	0	36	455	1,884	1	0	0	1
5:00 PM	0	0	59	62	1	148	110	0	0	0	0	0	0	90	0	29	499	1,861	0	0	0	0
5:15 PM	0	0	35	56	0	161	145	0	0	0	0	0	0	61	0	33	491		0	0	0	0
5:30 PM	0	0	35	58	0	128	107	0	0	0	0	0	0	77	0	34	439		0	0	0	1
5:45 PM	0	0	47	58	0	112	119	0	0	0	0	0	0	60	0	36	432		0	0	0	0
Count Total	0	0	382	480	1	1,098	941	0	0	0	0	0	0	558	1	268	3,729		2	0	0	3
Peak Hour	0	0	187	239	1	551	475	0	0	0	0	0	0	299	0	132	1,884		1	0	0	2

All Traffic Data Services Inc.

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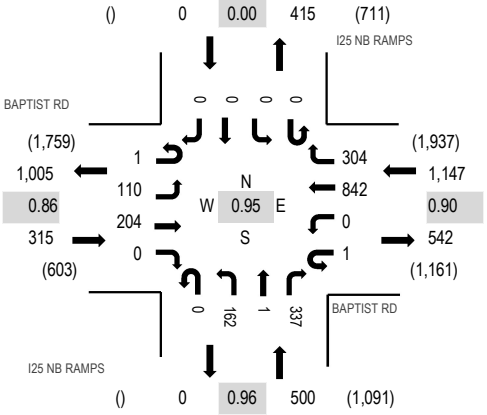
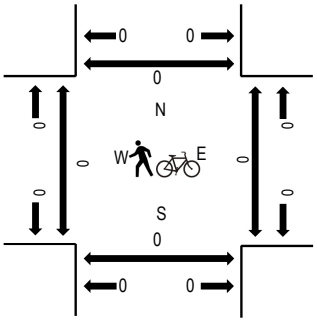
Location: 2 I25 NB RAMPS & BAPTIST RD AM
Date: Thursday, February 13, 2020
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	BAPTIST RD Eastbound				BAPTIST RD Westbound				I25 NB RAMPS Northbound				I25 NB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	22	37	0	0	0	208	109	0	39	1	61	0	0	0	0	477	1,962	0	0	0	0
7:15 AM	1	33	60	0	0	0	222	80	0	31	0	86	0	0	0	0	513	1,903	0	0	0	0
7:30 AM	0	29	54	0	1	0	246	63	0	44	0	82	0	0	0	0	519	1,781	0	0	0	0
7:45 AM	0	26	53	0	0	0	166	52	0	48	0	108	0	0	0	0	453	1,706	0	0	0	0
8:00 AM	1	14	54	0	0	0	145	51	0	42	2	109	0	0	0	0	418	1,669	0	0	0	0
8:15 AM	0	14	55	0	0	0	132	44	0	36	0	110	0	0	0	0	391		0	0	0	0
8:30 AM	0	24	49	0	0	0	162	49	0	56	0	104	0	0	0	0	444		0	0	0	0
8:45 AM	0	29	48	0	0	0	138	69	0	42	0	90	0	0	0	0	416		0	0	0	1
Count Total	2	191	410	0	1	0	1,419	517	0	338	3	750	0	0	0	0	3,631		0	0	0	1
Peak Hour	1	110	204	0	1	0	842	304	0	162	1	337	0	0	0	0	1,962		0	0	0	0

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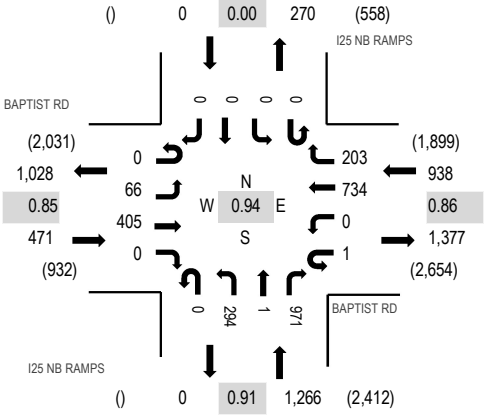
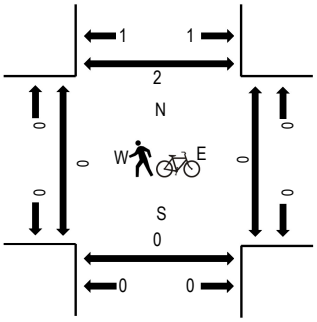
Location: 2 I25 NB RAMPS & BAPTIST RD PM
Date: Thursday, February 13, 2020
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	BAPTIST RD Eastbound				BAPTIST RD Westbound				I25 NB RAMPS Northbound				I25 NB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	21	112	0	1	0	203	63	0	57	0	214	0	0	0	0	672	2,601	0	0	0	0
4:15 PM	0	19	88	0	0	0	221	56	0	62	0	256	0	0	0	0	702	2,618	0	0	0	0
4:30 PM	0	19	92	0	0	0	154	50	0	74	0	213	0	0	0	0	602	2,626	0	0	0	1
4:45 PM	0	15	110	0	0	0	161	43	0	67	0	229	0	0	0	0	625	2,675	0	0	0	1
5:00 PM	0	20	124	0	1	0	194	58	0	66	0	226	0	0	0	0	689	2,642	0	0	0	0
5:15 PM	0	11	83	0	0	0	216	51	0	89	0	260	0	0	0	0	710		0	0	0	0
5:30 PM	0	20	88	0	0	0	163	51	0	72	1	256	0	0	0	0	651		0	0	0	1
5:45 PM	0	17	92	0	0	0	170	43	0	61	0	209	0	0	0	0	592		0	0	0	0
Count Total	1	142	789	0	2	0	1,482	415	0	548	1	1,863	0	0	0	0	5,243		0	0	0	3
Peak Hour	0	66	405	0	1	0	734	203	0	294	1	971	0	0	0	0	2,675		0	0	0	2

CDOT

MaxTime Timing Shee

2.0.16 Update

Administration

Cross Black_White.jpg

Unit Information

Controller ID	0
Main St.	25A
Side St.	Baptist NB Ramp

Adapter	IP Address	Subnet Mask	Default Gateway	ARP	DHCP
1	192.168.10.104	255.255.255.0	192.168.10.1	Disable	
2	10.20.70.51	255.255.255.0	0.0.0.0	Disable	

Serial Ports:

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

Unit Parameters

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		

Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	19	5	5	6	19	5	6	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	1.0	3.0	1.0	1.0	3.0	3.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	30	0	0	20	30	0	20	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	1.0	1.0	2.0	2.0	1.0	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
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	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	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	0.0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	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	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	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																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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																				

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
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																				

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Startup Min	Description
1	Phase Not On	0			0	
2	Green No Walk	1	5,6		0	EB
3	Phase Not On	0			0	
4	Phase Not On	0			0	
5	Phase Not On	2	2		0	EBLT
6	Green No Walk	2	2		0	WB
7	Phase Not On	0			0	
8	Phase Not On	2			0	NB
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	

21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	
37	None	0			0	
38	None	0			0	
39	None	0			0	
40	None	0			0	

Sequence Configuration

Sequence 1

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

Sequence 2

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

Sequence 3

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

Sequence 4

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

Sequence 5

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

Sequence 6

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

Sequence 7

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

Sequence 8

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

Sequence 9

Ring	Phases
1	1,2,a,3,4,b

Sequence 10

Ring	Phases
1	2,1,a,3,4,b

Sequence 11

Ring	Phases
1	1,2,a,4,3,b

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	

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

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

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	

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	

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	

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	

Sequence 13

11	
12	
13	
14	
15	
16	

Sequence 14

11	
12	
13	
14	
15	
16	

Sequence 15

11	
12	
13	
14	
15	
16	

Sequence 16

11	
12	
13	
14	
15	
16	

Sequence 17

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

Sequence 18

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

Sequence 19

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

Sequence 20

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

Vehicle Detection Parameters

Det.	Call Phs	Call Ovl	Additional Call Phase	Switch Phase	Delay	Extend	Queue Limit	No Activity	Max Presence	Erratic Counts	Failed Time	Description
1	1	0		0	0.0	0.0	0	0	0	0	0	
2	2	0		0	0.0	0.0	0	0	0	0	0	
3	2	0		0	0.0	0.0	0	0	0	0	0	
4	2	0		0	0.0	0.0	0	0	0	0	0	

5	2	0		0	0.0	0.0	0	0	0	0	0	
6	2	0		0	0.0	0.0	0	0	0	0	0	
7	3	0		0	0.0	0.0	0	0	0	0	0	
8	4	0		0	0.0	0.0	0	0	0	0	0	
9	4	0		0	0.0	0.0	0	0	0	0	0	
10	4	0		0	0.0	0.0	0	0	0	0	0	
11	4	0		0	0.0	0.0	0	0	0	0	0	
12	4	0		0	0.0	0.0	0	0	0	0	0	
13	1	0		0	0.0	0.0	0	0	0	0	0	
14	3	0		0	0.0	0.0	0	0	0	0	0	
15	5	0		0	0.0	0.0	0	0	0	0	0	
16	6	0		0	0.0	0.0	0	0	0	0	0	
17	6	0		0	0.0	0.0	0	0	0	0	0	
18	6	0		0	0.0	0.0	0	0	0	0	0	
19	6	0		0	0.0	0.0	0	0	0	0	0	
20	6	0		0	0.0	0.0	0	0	0	0	0	
21	7	0		0	0.0	0.0	0	0	0	0	0	
22	8	0		0	0.0	0.0	0	0	0	0	0	
23	8	0		0	0.0	0.0	0	0	0	0	0	
24	8	0		0	0.0	0.0	0	0	0	0	0	
25	8	0		0	0.0	0.0	0	0	0	0	0	
26	8	0		0	0.0	0.0	0	0	0	0	0	
27	5	0		0	0.0	0.0	0	0	0	0	0	
28	7	0		0	0.0	0.0	0	0	0	0	0	
29	0	0		0	0.0	0.0	0	0	0	0	0	
30	0	0		0	0.0	0.0	0	0	0	0	0	
31	0	0		0	0.0	0.0	0	0	0	0	0	
32	0	0		0	0.0	0.0	0	0	0	0	0	
33	0	0		0	0.0	0.0	0	0	0	0	0	
34	0	0		0	0.0	0.0	0	0	0	0	0	
35	0	0		0	0.0	0.0	0	0	0	0	0	
36	0	0		0	0.0	0.0	0	0	0	0	0	
37	0	0		0	0.0	0.0	0	0	0	0	0	
38	0	0		0	0.0	0.0	0	0	0	0	0	
39	0	0		0	0.0	0.0	0	0	0	0	0	
40	0	0		0	0.0	0.0	0	0	0	0	0	
41	0	0		0	0.0	0.0	0	0	0	0	0	
42	0	0		0	0.0	0.0	0	0	0	0	0	
43	0	0		0	0.0	0.0	0	0	0	0	0	
44	0	0		0	0.0	0.0	0	0	0	0	0	
45	0	0		0	0.0	0.0	0	0	0	0	0	
46	0	0		0	0.0	0.0	0	0	0	0	0	
47	0	0		0	0.0	0.0	0	0	0	0	0	
48	0	0		0	0.0	0.0	0	0	0	0	0	
49	0	0		0	0.0	0.0	0	0	0	0	0	
50	0	0		0	0.0	0.0	0	0	0	0	0	
51	0	0		0	0.0	0.0	0	0	0	0	0	
52	0	0		0	0.0	0.0	0	0	0	0	0	
53	0	0		0	0.0	0.0	0	0	0	0	0	
54	0	0		0	0.0	0.0	0	0	0	0	0	
55	0	0		0	0.0	0.0	0	0	0	0	0	
56	0	0		0	0.0	0.0	0	0	0	0	0	
57	0	0		0	0.0	0.0	0	0	0	0	0	
58	0	0		0	0.0	0.0	0	0	0	0	0	
59	0	0		0	0.0	0.0	0	0	0	0	0	
60	0	0		0	0.0	0.0	0	0	0	0	0	
61	0	0		0	0.0	0.0	0	0	0	0	0	
62	0	0		0	0.0	0.0	0	0	0	0	0	
63	0	0		0	0.0	0.0	0	0	0	0	0	
64	0	0		0	0.0	0.0	0	0	0	0	0	
65	0	0		0	0.0	0.0	0	0	0	0	0	
66	0	0		0	0.0	0.0	0	0	0	0	0	
67	0	0		0	0.0	0.0	0	0	0	0	0	
68	0	0		0	0.0	0.0	0	0	0	0	0	

69	0	0		0	0.0	0.0	0	0	0	0	0	
70	0	0		0	0.0	0.0	0	0	0	0	0	
71	0	0		0	0.0	0.0	0	0	0	0	0	
72	0	0		0	0.0	0.0	0	0	0	0	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																				
Passage																				
Queue																				
Call																				
Terminate																				

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																				
Passage																				
Queue																				
Call																				
Terminate																				

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																				
Passage																				
Queue																				
Call																				
Terminate																				

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

Data Collection Period	0

Pedestrian Detectors

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
1	0	0	0	0	0
2	2	0	0	0	0
3	0	0	0	0	0
4	4	0	0	0	0
5	0	0	0	0	0
6	6	0	0	0	0
7	0	0	0	0	0
8	8	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	0	0	0	0	0
29	0	0	0	0	0
30	0	0	0	0	0
31	0	0	0	0	0
32	0	0	0	0	0
33	0	0	0	0	0
34	0	0	0	0	0

15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0

35	0	0	0	0	0
36	0	0	0	0	0
37	0	0	0	0	0
38	0	0	0	0	0
39	0	0	0	0	0
40	0	0	0	0	0

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Descriptions
1	FYA - 4 Sec	2	1	0	0.0	0.0	0	0	0	0	0.0	On	
2	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
3	FYA - 4 Sec	4	3	0	0.0	0.0	0	0	0	0	0.0	On	
4	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
5	FYA - 4 Sec	6	5	0	0.0	0.0	0	0	0	0	0.0	On	
6	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
7	FYA - 4 Sec	8	7	0	0.0	0.0	0	0	0	0	0.0	On	
8	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
9	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
10	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
11	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
12	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
13	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
14	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
15	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
16	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
17	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
18	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
19	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
20	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
21	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
22	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
23	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
24	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
25	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
26	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
27	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
28	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
29	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
30	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
31	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
32	Off			0	0.0	0.0	0	0	0	0	0.0	Off	

Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode
Automatic	Shortway (Auto)	Per Pattern	Per Pattern

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 2	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	90	0	0	0	1	1	Yel	Inh	1	1	1
2	0	0	0	0	0	0	Yel	Inh	1	1	1
3	0	0	0	0	0	0	Yel	Inh	1	1	1
4	0	0	0	0	0	0	Yel	Inh	1	1	1
5	0	0	0	0	0	0	Yel	Inh	1	1	1
6	0	0	0	0	0	0	Yel	Inh	1	1	1
7	0	0	0	0	0	0	Yel	Inh	1	1	1
8	0	0	0	0	0	0	Yel	Inh	1	1	1
9	0	0	0	0	0	0	Yel	Inh	1	1	1
10	0	0	0	0	0	0	Yel	Inh	1	1	1
11	0	0	0	0	0	0	Yel	Inh	1	1	1
12	0	0	0	0	0	0	Yel	Inh	1	1	1
13	0	0	0	0	0	0	Yel	Inh	1	1	1
14	0	0	0	0	0	0	Yel	Inh	1	1	1
15	0	0	0	0	0	0	Yel	Inh	1	1	1
16	0	0	0	0	0	0	Yel	Inh	1	1	1

17	0	0	0	0	0	0	Yel	Inh	1	1	1
18	0	0	0	0	0	0	Yel	Inh	1	1	1
19	0	0	0	0	0	0	Yel	Inh	1	1	1
20	0	0	0	0	0	0	Yel	Inh	1	1	1
21	0	0	0	0	0	0	Yel	Inh	1	1	1
22	0	0	0	0	0	0	Yel	Inh	1	1	1
23	0	0	0	0	0	0	Yel	Inh	1	1	1
24	0	0	0	0	0	0	Yel	Inh	1	1	1
25	0	0	0	0	0	0	Yel	Inh	1	1	1
26	0	0	0	0	0	0	Yel	Inh	1	1	1
27	0	0	0	0	0	0	Yel	Inh	1	1	1
28	0	0	0	0	0	0	Yel	Inh	1	1	1
29	0	0	0	0	0	0	Yel	Inh	1	1	1
30	0	0	0	0	0	0	Yel	Inh	1	1	1
31	0	0	0	0	0	0	Yel	Inh	1	1	1
32	0	0	0	0	0	0	Yel	Inh	1	1	1
33	0	0	0	0	0	0	Yel	Inh	1	1	1
34	0	0	0	0	0	0	Yel	Inh	1	1	1
35	0	0	0	0	0	0	Yel	Inh	1	1	1
36	0	0	0	0	0	0	Yel	Inh	1	1	1
37	0	0	0	0	0	0	Yel	Inh	1	1	1
38	0	0	0	0	0	0	Yel	Inh	1	1	1
39	0	0	0	0	0	0	Yel	Inh	1	1	1
40	0	0	0	0	0	0	Yel	Inh	1	1	1
41	0	0	0	0	0	0	Yel	Inh	1	1	1
42	0	0	0	0	0	0	Yel	Inh	1	1	1
43	0	0	0	0	0	0	Yel	Inh	1	1	1
44	0	0	0	0	0	0	Yel	Inh	1	1	1
45	0	0	0	0	0	0	Yel	Inh	1	1	1
46	0	0	0	0	0	0	Yel	Inh	1	1	1
47	0	0	0	0	0	0	Yel	Inh	1	1	1
48	0	0	0	0	0	0	Yel	Inh	1	1	1
49	0	0	0	0	0	0	Yel	Inh	1	1	1
50	0	0	0	0	0	0	Yel	Inh	1	1	1
51	0	0	0	0	0	0	Yel	Inh	1	1	1
52	0	0	0	0	0	0	Yel	Inh	1	1	1
53	0	0	0	0	0	0	Yel	Inh	1	1	1
54	0	0	0	0	0	0	Yel	Inh	1	1	1
55	0	0	0	0	0	0	Yel	Inh	1	1	1
56	0	0	0	0	0	0	Yel	Inh	1	1	1
57	0	0	0	0	0	0	Yel	Inh	1	1	1
58	0	0	0	0	0	0	Yel	Inh	1	1	1
59	0	0	0	0	0	0	Yel	Inh	1	1	1
60	0	0	0	0	0	0	Yel	Inh	1	1	1
61	0	0	0	0	0	0	Yel	Inh	1	1	1
62	0	0	0	0	0	0	Yel	Inh	1	1	1
63	0	0	0	0	0	0	Yel	Inh	1	1	1
64	0	0	0	0	0	0	Yel	Inh	1	1	1
65	0	0	0	0	0	0	Yel	Inh	1	1	1
66	0	0	0	0	0	0	Yel	Inh	1	1	1
67	0	0	0	0	0	0	Yel	Inh	1	1	1
68	0	0	0	0	0	0	Yel	Inh	1	1	1
69	0	0	0	0	0	0	Yel	Inh	1	1	1
70	0	0	0	0	0	0	Yel	Inh	1	1	1
71	0	0	0	0	0	0	Yel	Inh	1	1	1
72	0	0	0	0	0	0	Yel	Inh	1	1	1
73	0	0	0	0	0	0	Yel	Inh	1	1	1
74	0	0	0	0	0	0	Yel	Inh	1	1	1
75	0	0	0	0	0	0	Yel	Inh	1	1	1
76	0	0	0	0	0	0	Yel	Inh	1	1	1
77	0	0	0	0	0	0	Yel	Inh	1	1	1
78	0	0	0	0	0	0	Yel	Inh	1	1	1
79	0	0	0	0	0	0	Yel	Inh	1	1	1

80	0	0	0	0	0	0	Yel	Inh	1	1	1
81	0	0	0	0	0	0	Yel	Inh	1	1	1
82	0	0	0	0	0	0	Yel	Inh	1	1	1
83	0	0	0	0	0	0	Yel	Inh	1	1	1
84	0	0	0	0	0	0	Yel	Inh	1	1	1
85	0	0	0	0	0	0	Yel	Inh	1	1	1
86	0	0	0	0	0	0	Yel	Inh	1	1	1
87	0	0	0	0	0	0	Yel	Inh	1	1	1
88	0	0	0	0	0	0	Yel	Inh	1	1	1
89	0	0	0	0	0	0	Yel	Inh	1	1	1
90	0	0	0	0	0	0	Yel	Inh	1	1	1
91	0	0	0	0	0	0	Yel	Inh	1	1	1
92	0	0	0	0	0	0	Yel	Inh	1	1	1
93	0	0	0	0	0	0	Yel	Inh	1	1	1
94	0	0	0	0	0	0	Yel	Inh	1	1	1
95	0	0	0	0	0	0	Yel	Inh	1	1	1
96	0	0	0	0	0	0	Yel	Inh	1	1	1
97	0	0	0	0	0	0	Yel	Inh	1	1	1
98	0	0	0	0	0	0	Yel	Inh	1	1	1
99	0	0	0	0	0	0	Yel	Inh	1	1	1
100	0	0	0	0	0	0	Yel	Inh	1	1	1
101	0	0	0	0	0	0	Yel	Inh	1	1	1
102	0	0	0	0	0	0	Yel	Inh	1	1	1
103	0	0	0	0	0	0	Yel	Inh	1	1	1
104	0	0	0	0	0	0	Yel	Inh	1	1	1
105	0	0	0	0	0	0	Yel	Inh	1	1	1
106	0	0	0	0	0	0	Yel	Inh	1	1	1
107	0	0	0	0	0	0	Yel	Inh	1	1	1
108	0	0	0	0	0	0	Yel	Inh	1	1	1
109	0	0	0	0	0	0	Yel	Inh	1	1	1
110	0	0	0	0	0	0	Yel	Inh	1	1	1
111	0	0	0	0	0	0	Yel	Inh	1	1	1
112	0	0	0	0	0	0	Yel	Inh	1	1	1
113	0	0	0	0	0	0	Yel	Inh	1	1	1
114	0	0	0	0	0	0	Yel	Inh	1	1	1
115	0	0	0	0	0	0	Yel	Inh	1	1	1
116	0	0	0	0	0	0	Yel	Inh	1	1	1
117	0	0	0	0	0	0	Yel	Inh	1	1	1
118	0	0	0	0	0	0	Yel	Inh	1	1	1
119	0	0	0	0	0	0	Yel	Inh	1	1	1
120	0	0	0	0	0	0	Yel	Inh	1	1	1
121	0	0	0	0	0	0	Yel	Inh	1	1	1
122	0	0	0	0	0	0	Yel	Inh	1	1	1
123	0	0	0	0	0	0	Yel	Inh	1	1	1
124	0	0	0	0	0	0	Yel	Inh	1	1	1
125	0	0	0	0	0	0	Yel	Inh	1	1	1
126	0	0	0	0	0	0	Yel	Inh	1	1	1
127	0	0	0	0	0	0	Yel	Inh	1	1	1
128	0	0	0	0	0	0	Yel	Inh	1	1	1

Split Parameters

Split 1		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	66			None
3	0			None
4	0			None
5	20			None
6	46			None
7	0			None
8	24			None
9	0			None
10	0			None
11	0			None

Split 2		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None

12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 3		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 4		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 5		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 6		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 7		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 8		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 9

Split 10

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None

Split 9

PH.	Time	Coord PH	Ref PH	Mode
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 10

PH.	Time	Coord PH	Ref PH	Mode
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 11

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 12

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 13

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 14

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 15

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None

Split 16

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None

3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 17

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 18

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 19

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None

Split 20

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None

Split 19

PH.	Time	Coord PH	Ref PH	Mode
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 20

PH.	Time	Coord PH	Ref PH	Mode
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

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

Day Plan 1

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 2

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 3

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 4

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 5

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 6

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 7

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 8

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 9

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 10

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 11

Month of Year

J	F	M	A	M	J
J	A	S	O	N	D

Days of Week

S	M	T	W	T	F	S

Days of Month

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

Day Plan 12

Month of Year

J	F	M	A	M	J
J	A	S	O	N	D

Days of Week

S	M	T	W	T	F	S

Days of Month

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

Day Plan 13

Month of Year

J	F	M	A	M	J
J	A	S	O	N	D

Days of Week

S	M	T	W	T	F	S

Days of Month

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

Day Plan 14

Month of Year

J	F	M	A	M	J
J	A	S	O	N	D

Days of Week

S	M	T	W	T	F	S

Days of Month

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

Day Plan 15

Month of Year

J	F	M	A	M	J
J	A	S	O	N	D

Days of Week

S	M	T	W	T	F	S

Days of Month

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

Day Plan 1

Event	Hour	Min.	Act
1	6	0	1
2	20	0	2
3	0	0	
4	0	0	
5	0	0	

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 1

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
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	

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	

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	

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	

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

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	Free											
3	None											
4	None											
5	None											
6	None											
7	None											
8	None											
9	None											
10	None											
11	None											
12	None											
13	None											
14	None											
15	None											
16	None											
17	None											
18	None											
19	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											

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										

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										

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 Green	0	0	0	0	0	0	0	0
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
Dwell Green	0	0	0	0	0	0	0	0
Max Presence	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

Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
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
Exit Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
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

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem								
Not Overide Flash								
NotOverideNextPre								
Flash Dwell								

Preemption Configuration

Preempt	1	2	3	4	5	6	7	8
Track phase								
Dwell Phase								
Dwell Ped								
Exit Phase								
Track Overlap								
Dwell overlap								
Cycling phase								
Cycling Ped								
Cycling Overlap								

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
1	None	1
2	Phs Veh	2
3	None	3
4	None	4
5	Phs Veh	5
6	Phs Veh	6
7	None	7
8	Phs Veh	8
9	None	1
10	None	3

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

Channel Options

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

Startup Clearance Hold Type

1=off, 2=On, 3=Flash and 4= Alt Flash

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

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	notActive	On	Off	Off	Red
2	dltGrn	On	Off	Off	Red
3	PreGrn	Off	Off	On	Green
4	minGrn	Off	Off	On	Green
5	grnExt	Off	Off	On	Green
6	grnDwell	Off	Off	On	Green
7	preClear	Off	Off	On	Green
8	yelChange	Off	On	Off	Yellow
9	redClear	On	Off	Off	Red
10	redDwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12					

Pedestrian Intervals

Interval	Description	DWK	CLR	Wlk	Type
1	notActive	On	Off	Off	Dont Walk
2	dltPed	On	Off	Off	Dont Walk
3	walk	Off	Off	On	Walk
4	walkDwell	Off	Off	On	Walk
5	flashDtWlk	Flash	Off	Off	Ped Clear
6	dWalk	On	Off	Off	Dont Walk
7					
8					

Countdown Display

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

Manual Control Phase Groups

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

Prioritor Settings

Prioritor	Priority Ph	Output Dly
1		0
2		0
3		0
4		0
5		0

Enabled	Lock Out Time
No	0

6		0
7		0
8		0

Loopback Functions

Func	Result Function Type	Index	Source Function Type	Index	Func	Result Function Type	Index	Source Function Type	Index
1					51				
2					52				
3					53				
4					54				
5					55				
6					56				
7					57				
8					58				
9					59				
10					60				
11					61				
12					62				
13					63				
14					64				
15					65				
16					66				
17					67				
18					68				
19					69				
20					70				
21					71				
22					72				
23					73				
24					74				
25					75				
26					76				
27					77				
28					78				
29					79				
30					80				
31					81				
32					82				
33					83				
34					84				
35					85				
36					86				
37					87				
38					88				
39					89				
40					90				
41					91				
42					92				
43					93				
44					94				
45					95				
46					96				
47					97				
48					98				
49					99				
50					100				

Peer Configuration

Ctrl	Peer ID	IP address	SNMP Port	Hot Port	Serial Port	Serial Addr.	Master Sect.	P2P TO	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	

4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	
21	0		161	80	0	0	0	15	
22	0		161	80	0	0	0	15	
23	0		161	80	0	0	0	15	
24	0		161	80	0	0	0	15	
25	0		161	80	0	0	0	15	
26	0		161	80	0	0	0	15	
27	0		161	80	0	0	0	15	
28	0		161	80	0	0	0	15	
29	0		161	80	0	0	0	15	
30	0		161	80	0	0	0	15	
31	0		161	80	0	0	0	15	
32	0		161	80	0	0	0	15	
33	0		161	80	0	0	0	15	
34	0		161	80	0	0	0	15	
35	0		161	80	0	0	0	15	
36	0		161	80	0	0	0	15	
37	0		161	80	0	0	0	15	
38	0		161	80	0	0	0	15	
39	0		161	80	0	0	0	15	
40	0		161	80	0	0	0	15	
41	0		161	80	0	0	0	15	
42	0		161	80	0	0	0	15	
43	0		161	80	0	0	0	15	
44	0		161	80	0	0	0	15	
45	0		161	80	0	0	0	15	
46	0		161	80	0	0	0	15	
47	0		161	80	0	0	0	15	
48	0		161	80	0	0	0	15	
49	0		161	80	0	0	0	15	
50	0		161	80	0	0	0	15	
51	0		161	80	0	0	0	15	
52	0		161	80	0	0	0	15	
53	0		161	80	0	0	0	15	
54	0		161	80	0	0	0	15	
55	0		161	80	0	0	0	15	
56	0		161	80	0	0	0	15	
57	0		161	80	0	0	0	15	
58	0		161	80	0	0	0	15	
59	0		161	80	0	0	0	15	
60	0		161	80	0	0	0	15	
61	0		161	80	0	0	0	15	
62	0		161	80	0	0	0	15	
63	0		161	80	0	0	0	15	
64	0		161	80	0	0	0	15	
65	0		161	80	0	0	0	15	
66	0		161	80	0	0	0	15	
67	0		161	80	0	0	0	15	

68	0		161	80	0	0	0	15	
69	0		161	80	0	0	0	15	
70	0		161	80	0	0	0	15	
71	0		161	80	0	0	0	15	
72	0		161	80	0	0	0	15	
73	0		161	80	0	0	0	15	
74	0		161	80	0	0	0	15	
75	0		161	80	0	0	0	15	
76	0		161	80	0	0	0	15	
77	0		161	80	0	0	0	15	
78	0		161	80	0	0	0	15	
79	0		161	80	0	0	0	15	
80	0		161	80	0	0	0	15	
81	0		161	80	0	0	0	15	
82	0		161	80	0	0	0	15	
83	0		161	80	0	0	0	15	
84	0		161	80	0	0	0	15	
85	0		161	80	0	0	0	15	
86	0		161	80	0	0	0	15	
87	0		161	80	0	0	0	15	
88	0		161	80	0	0	0	15	
89	0		161	80	0	0	0	15	
90	0		161	80	0	0	0	15	
91	0		161	80	0	0	0	15	
92	0		161	80	0	0	0	15	
93	0		161	80	0	0	0	15	
94	0		161	80	0	0	0	15	
95	0		161	80	0	0	0	15	
96	0		161	80	0	0	0	15	
97	0		161	80	0	0	0	15	
98	0		161	80	0	0	0	15	
99	0		161	80	0	0	0	15	
100	0		161	80	0	0	0	15	
101	0		161	80	0	0	0	15	
102	0		161	80	0	0	0	15	
103	0		161	80	0	0	0	15	
104	0		161	80	0	0	0	15	
105	0		161	80	0	0	0	15	
106	0		161	80	0	0	0	15	
107	0		161	80	0	0	0	15	
108	0		161	80	0	0	0	15	
109	0		161	80	0	0	0	15	
110	0		161	80	0	0	0	15	
111	0		161	80	0	0	0	15	
112	0		161	80	0	0	0	15	
113	0		161	80	0	0	0	15	
114	0		161	80	0	0	0	15	
115	0		161	80	0	0	0	15	
116	0		161	80	0	0	0	15	
117	0		161	80	0	0	0	15	
118	0		161	80	0	0	0	15	
119	0		161	80	0	0	0	15	
120	0		161	80	0	0	0	15	
121	0		161	80	0	0	0	15	
122	0		161	80	0	0	0	15	
123	0		161	80	0	0	0	15	
124	0		161	80	0	0	0	15	
125	0		161	80	0	0	0	15	
126	0		161	80	0	0	0	15	
127	0		161	80	0	0	0	15	
128	0		161	80	0	0	0	15	
129	0		161	80	0	0	0	15	
130	0		161	80	0	0	0	15	

131	0		161	80	0	0	0	15	
132	0		161	80	0	0	0	15	
133	0		161	80	0	0	0	15	
134	0		161	80	0	0	0	15	
135	0		161	80	0	0	0	15	
136	0		161	80	0	0	0	15	
137	0		161	80	0	0	0	15	
138	0		161	80	0	0	0	15	
139	0		161	80	0	0	0	15	
140	0		161	80	0	0	0	15	
141	0		161	80	0	0	0	15	
142	0		161	80	0	0	0	15	
143	0		161	80	0	0	0	15	
144	0		161	80	0	0	0	15	
145	0		161	80	0	0	0	15	
146	0		161	80	0	0	0	15	
147	0		161	80	0	0	0	15	
148	0		161	80	0	0	0	15	
149	0		161	80	0	0	0	15	
150	0		161	80	0	0	0	15	
151	0		161	80	0	0	0	15	
152	0		161	80	0	0	0	15	
153	0		161	80	0	0	0	15	
154	0		161	80	0	0	0	15	
155	0		161	80	0	0	0	15	
156	0		161	80	0	0	0	15	
157	0		161	80	0	0	0	15	
158	0		161	80	0	0	0	15	
159	0		161	80	0	0	0	15	
160	0		161	80	0	0	0	15	
161	0		161	80	0	0	0	15	
162	0		161	80	0	0	0	15	
163	0		161	80	0	0	0	15	
164	0		161	80	0	0	0	15	
165	0		161	80	0	0	0	15	
166	0		161	80	0	0	0	15	
167	0		161	80	0	0	0	15	
168	0		161	80	0	0	0	15	
169	0		161	80	0	0	0	15	
170	0		161	80	0	0	0	15	
171	0		161	80	0	0	0	15	
172	0		161	80	0	0	0	15	
173	0		161	80	0	0	0	15	
174	0		161	80	0	0	0	15	
175	0		161	80	0	0	0	15	
176	0		161	80	0	0	0	15	
177	0		161	80	0	0	0	15	
178	0		161	80	0	0	0	15	
179	0		161	80	0	0	0	15	
180	0		161	80	0	0	0	15	
181	0		161	80	0	0	0	15	
182	0		161	80	0	0	0	15	
183	0		161	80	0	0	0	15	
184	0		161	80	0	0	0	15	
185	0		161	80	0	0	0	15	
186	0		161	80	0	0	0	15	
187	0		161	80	0	0	0	15	
188	0		161	80	0	0	0	15	
189	0		161	80	0	0	0	15	
190	0		161	80	0	0	0	15	
191	0		161	80	0	0	0	15	
192	0		161	80	0	0	0	15	
193	0		161	80	0	0	0	15	
194	0		161	80	0	0	0	15	

2/24/2020 192.168.10.104/maxtime/api/db/print?template=Default.zip

195	0		161	80	0	0	0	15	
196	0		161	80	0	0	0	15	
197	0		161	80	0	0	0	15	
198	0		161	80	0	0	0	15	
199	0		161	80	0	0	0	15	
200	0		161	80	0	0	0	15	
201	0		161	80	0	0	0	15	
202	0		161	80	0	0	0	15	
203	0		161	80	0	0	0	15	
204	0		161	80	0	0	0	15	
205	0		161	80	0	0	0	15	
206	0		161	80	0	0	0	15	
207	0		161	80	0	0	0	15	
208	0		161	80	0	0	0	15	
209	0		161	80	0	0	0	15	
210	0		161	80	0	0	0	15	
211	0		161	80	0	0	0	15	
212	0		161	80	0	0	0	15	
213	0		161	80	0	0	0	15	
214	0		161	80	0	0	0	15	
215	0		161	80	0	0	0	15	
216	0		161	80	0	0	0	15	
217	0		161	80	0	0	0	15	
218	0		161	80	0	0	0	15	
219	0		161	80	0	0	0	15	
220	0		161	80	0	0	0	15	
221	0		161	80	0	0	0	15	
222	0		161	80	0	0	0	15	
223	0		161	80	0	0	0	15	
224	0		161	80	0	0	0	15	
225	0		161	80	0	0	0	15	
226	0		161	80	0	0	0	15	
227	0		161	80	0	0	0	15	
228	0		161	80	0	0	0	15	
229	0		161	80	0	0	0	15	
230	0		161	80	0	0	0	15	
231	0		161	80	0	0	0	15	
232	0		161	80	0	0	0	15	
233	0		161	80	0	0	0	15	
234	0		161	80	0	0	0	15	
235	0		161	80	0	0	0	15	
236	0		161	80	0	0	0	15	
237	0		161	80	0	0	0	15	
238	0		161	80	0	0	0	15	
239	0		161	80	0	0	0	15	
240	0		161	80	0	0	0	15	
241	0		161	80	0	0	0	15	
242	0		161	80	0	0	0	15	
243	0		161	80	0	0	0	15	
244	0		161	80	0	0	0	15	
245	0		161	80	0	0	0	15	
246	0		161	80	0	0	0	15	
247	0		161	80	0	0	0	15	
248	0		161	80	0	0	0	15	
249	0		161	80	0	0	0	15	
250	0		161	80	0	0	0	15	
251	0		161	80	0	0	0	15	
252	0		161	80	0	0	0	15	
253	0		161	80	0	0	0	15	
254	0		161	80	0	0	0	15	
255	0		161	80	0	0	0	15	

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
1	
2	
3	
4	
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31	
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CDOT

MaxTime Timing Shee

332 FYA

Administration

Cross Black_White.jpg

Unit Information

Controller ID	0
Main St.	25A
Side St.	Baptist SB Ramp (West)

Adapter	IP Address	Subnet Mask	Default Gateway	ARP	DHCP
1	192.168.10.104	255.255.255.0	192.168.10.1	Disable	
2	10.20.70.51	255.255.255.0	0.0.0.0	Disable	

Serial Ports:

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

Unit Parameters

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		

Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	19	6	5	6	5	19	5	5	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3.0	3.0	1.0	4.0	1.0	3.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	38	30	0	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.0	4.0	3.0	4.0	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	1.0	2.0	1.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	5.0	5.0	0.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	3.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	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	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	0.0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	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	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	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																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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																				

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
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																				

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Startup Min	Description
1	Phase Not On	1	6		0	WBLT
2	Green No Walk	1	6		0	EB
3	Phase Not On	0			0	
4	Phase Not On	1			0	SB
5	Phase Not On	0			0	
6	Green No Walk	2	1,2		0	WB
7	Phase Not On	0			0	
8	Phase Not On	0			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	

21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	
37	None	0			0	
38	None	0			0	
39	None	0			0	
40	None	0			0	

Sequence Configuration

Sequence 1

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

Sequence 2

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

Sequence 3

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

Sequence 4

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

Sequence 5

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

Sequence 6

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

Sequence 7

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

Sequence 8

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

Sequence 9

Ring	Phases
1	1,2,a,3,4,b

Sequence 10

Ring	Phases
1	2,1,a,3,4,b

Sequence 11

Ring	Phases
1	1,2,a,4,3,b

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	

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

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

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	

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	

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	

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	

Sequence 13

11	
12	
13	
14	
15	
16	

Sequence 14

11	
12	
13	
14	
15	
16	

Sequence 15

11	
12	
13	
14	
15	
16	

Sequence 16

11	
12	
13	
14	
15	
16	

Sequence 17

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

Sequence 18

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

Sequence 19

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

Sequence 20

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

Vehicle Detection Parameters

Det.	Call Phs	Call Ovl	Additional Call Phase	Switch Phase	Delay	Extend	Queue Limit	No Activity	Max Presence	Erratic Counts	Failed Time	Description
1	1	0		0	0.0	0.0	0	0	0	0	0	
2	2	0		0	0.0	0.0	0	0	0	0	0	
3	2	0		0	0.0	0.0	0	0	0	0	0	
4	2	0		0	0.0	0.0	0	0	0	0	0	

5	2	0		0	0.0	0.0	0	0	0	0	0	
6	2	0		0	0.0	0.0	0	0	0	0	0	
7	3	0		0	0.0	0.0	0	0	0	0	0	
8	4	0		0	0.0	0.0	0	0	0	0	0	
9	4	0		0	0.0	0.0	0	0	0	0	0	
10	4	0		0	0.0	0.0	0	0	0	0	0	
11	4	0		0	0.0	0.0	0	0	0	0	0	
12	4	0		0	0.0	0.0	0	0	0	0	0	
13	1	0		0	0.0	0.0	0	0	0	0	0	
14	3	0		0	0.0	0.0	0	0	0	0	0	
15	5	0		0	0.0	0.0	0	0	0	0	0	
16	6	0		0	0.0	0.0	0	0	0	0	0	
17	6	0		0	0.0	0.0	0	0	0	0	0	
18	6	0		0	0.0	0.0	0	0	0	0	0	
19	6	0		0	0.0	0.0	0	0	0	0	0	
20	6	0		0	0.0	0.0	0	0	0	0	0	
21	7	0		0	0.0	0.0	0	0	0	0	0	
22	8	0		0	0.0	0.0	0	0	0	0	0	
23	8	0		0	0.0	0.0	0	0	0	0	0	
24	8	0		0	0.0	0.0	0	0	0	0	0	
25	8	0		0	0.0	0.0	0	0	0	0	0	
26	8	0		0	0.0	0.0	0	0	0	0	0	
27	5	0		0	0.0	0.0	0	0	0	0	0	
28	7	0		0	0.0	0.0	0	0	0	0	0	
29	0	0		0	0.0	0.0	0	0	0	0	0	
30	0	0		0	0.0	0.0	0	0	0	0	0	
31	0	0		0	0.0	0.0	0	0	0	0	0	
32	0	0		0	0.0	0.0	0	0	0	0	0	
33	0	0		0	0.0	0.0	0	0	0	0	0	
34	0	0		0	0.0	0.0	0	0	0	0	0	
35	0	0		0	0.0	0.0	0	0	0	0	0	
36	0	0		0	0.0	0.0	0	0	0	0	0	
37	0	0		0	0.0	0.0	0	0	0	0	0	
38	0	0		0	0.0	0.0	0	0	0	0	0	
39	0	0		0	0.0	0.0	0	0	0	0	0	
40	0	0		0	0.0	0.0	0	0	0	0	0	
41	0	0		0	0.0	0.0	0	0	0	0	0	
42	0	0		0	0.0	0.0	0	0	0	0	0	
43	0	0		0	0.0	0.0	0	0	0	0	0	
44	0	0		0	0.0	0.0	0	0	0	0	0	
45	0	0		0	0.0	0.0	0	0	0	0	0	
46	0	0		0	0.0	0.0	0	0	0	0	0	
47	0	0		0	0.0	0.0	0	0	0	0	0	
48	0	0		0	0.0	0.0	0	0	0	0	0	
49	0	0		0	0.0	0.0	0	0	0	0	0	
50	0	0		0	0.0	0.0	0	0	0	0	0	
51	0	0		0	0.0	0.0	0	0	0	0	0	
52	0	0		0	0.0	0.0	0	0	0	0	0	
53	0	0		0	0.0	0.0	0	0	0	0	0	
54	0	0		0	0.0	0.0	0	0	0	0	0	
55	0	0		0	0.0	0.0	0	0	0	0	0	
56	0	0		0	0.0	0.0	0	0	0	0	0	
57	0	0		0	0.0	0.0	0	0	0	0	0	
58	0	0		0	0.0	0.0	0	0	0	0	0	
59	0	0		0	0.0	0.0	0	0	0	0	0	
60	0	0		0	0.0	0.0	0	0	0	0	0	
61	0	0		0	0.0	0.0	0	0	0	0	0	
62	0	0		0	0.0	0.0	0	0	0	0	0	
63	0	0		0	0.0	0.0	0	0	0	0	0	
64	0	0		0	0.0	0.0	0	0	0	0	0	
65	0	0		0	0.0	0.0	0	0	0	0	0	
66	0	0		0	0.0	0.0	0	0	0	0	0	
67	0	0		0	0.0	0.0	0	0	0	0	0	
68	0	0		0	0.0	0.0	0	0	0	0	0	

69	0	0		0	0.0	0.0	0	0	0	0	0	
70	0	0		0	0.0	0.0	0	0	0	0	0	
71	0	0		0	0.0	0.0	0	0	0	0	0	
72	0	0		0	0.0	0.0	0	0	0	0	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																				
Passage																				
Queue																				
Call																				
Terminate																				

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																				
Passage																				
Queue																				
Call																				
Terminate																				

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																				
Passage																				
Queue																				
Call																				
Terminate																				

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

Data Collection Period	0

Pedestrian Detectors

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
1	0	0	0	0	0
2	2	0	0	0	0
3	0	0	0	0	0
4	4	0	0	0	0
5	0	0	0	0	0
6	6	0	0	0	0
7	0	0	0	0	0
8	8	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	0	0	0	0	0
29	0	0	0	0	0
30	0	0	0	0	0
31	0	0	0	0	0
32	0	0	0	0	0
33	0	0	0	0	0
34	0	0	0	0	0

15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0

35	0	0	0	0	0
36	0	0	0	0	0
37	0	0	0	0	0
38	0	0	0	0	0
39	0	0	0	0	0
40	0	0	0	0	0

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Descriptions
1	FYA - 4 Sec	2	1	0	0.0	0.0	0	0	0	0	0.0	On	
2	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
3	FYA - 4 Sec	4	3	0	0.0	0.0	0	0	0	0	0.0	On	
4	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
5	FYA - 4 Sec	6	5	0	0.0	0.0	0	0	0	0	0.0	On	
6	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
7	FYA - 4 Sec	8	7	0	0.0	0.0	0	0	0	0	0.0	On	
8	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
9	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
10	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
11	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
12	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
13	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
14	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
15	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
16	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
17	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
18	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
19	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
20	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
21	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
22	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
23	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
24	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
25	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
26	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
27	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
28	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
29	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
30	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
31	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
32	Off			0	0.0	0.0	0	0	0	0	0.0	Off	

Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode
Automatic	Shortway (Auto)	Per Pattern	Per Pattern

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 2	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	90	1	0	0	1	2	Yel	Inh	1	1	1
2	90	3	0	0	2	2	Yel	Inh	1	1	1
3	0	0	0	0	0	0	Yel	Inh	1	1	1
4	0	0	0	0	0	0	Yel	Inh	1	1	1
5	0	0	0	0	0	0	Yel	Inh	1	1	1
6	0	0	0	0	0	0	Yel	Inh	1	1	1
7	0	0	0	0	0	0	Yel	Inh	1	1	1
8	0	0	0	0	0	0	Yel	Inh	1	1	1
9	0	0	0	0	0	0	Yel	Inh	1	1	1
10	0	0	0	0	0	0	Yel	Inh	1	1	1
11	0	0	0	0	0	0	Yel	Inh	1	1	1
12	0	0	0	0	0	0	Yel	Inh	1	1	1
13	0	0	0	0	0	0	Yel	Inh	1	1	1
14	0	0	0	0	0	0	Yel	Inh	1	1	1
15	0	0	0	0	0	0	Yel	Inh	1	1	1
16	0	0	0	0	0	0	Yel	Inh	1	1	1

17	0	0	0	0	0	0	Yel	Inh	1	1	1
18	0	0	0	0	0	0	Yel	Inh	1	1	1
19	0	0	0	0	0	0	Yel	Inh	1	1	1
20	0	0	0	0	0	0	Yel	Inh	1	1	1
21	0	0	0	0	0	0	Yel	Inh	1	1	1
22	0	0	0	0	0	0	Yel	Inh	1	1	1
23	0	0	0	0	0	0	Yel	Inh	1	1	1
24	0	0	0	0	0	0	Yel	Inh	1	1	1
25	0	0	0	0	0	0	Yel	Inh	1	1	1
26	0	0	0	0	0	0	Yel	Inh	1	1	1
27	0	0	0	0	0	0	Yel	Inh	1	1	1
28	0	0	0	0	0	0	Yel	Inh	1	1	1
29	0	0	0	0	0	0	Yel	Inh	1	1	1
30	0	0	0	0	0	0	Yel	Inh	1	1	1
31	0	0	0	0	0	0	Yel	Inh	1	1	1
32	0	0	0	0	0	0	Yel	Inh	1	1	1
33	0	0	0	0	0	0	Yel	Inh	1	1	1
34	0	0	0	0	0	0	Yel	Inh	1	1	1
35	0	0	0	0	0	0	Yel	Inh	1	1	1
36	0	0	0	0	0	0	Yel	Inh	1	1	1
37	0	0	0	0	0	0	Yel	Inh	1	1	1
38	0	0	0	0	0	0	Yel	Inh	1	1	1
39	0	0	0	0	0	0	Yel	Inh	1	1	1
40	0	0	0	0	0	0	Yel	Inh	1	1	1
41	0	0	0	0	0	0	Yel	Inh	1	1	1
42	0	0	0	0	0	0	Yel	Inh	1	1	1
43	0	0	0	0	0	0	Yel	Inh	1	1	1
44	0	0	0	0	0	0	Yel	Inh	1	1	1
45	0	0	0	0	0	0	Yel	Inh	1	1	1
46	0	0	0	0	0	0	Yel	Inh	1	1	1
47	0	0	0	0	0	0	Yel	Inh	1	1	1
48	0	0	0	0	0	0	Yel	Inh	1	1	1
49	0	0	0	0	0	0	Yel	Inh	1	1	1
50	0	0	0	0	0	0	Yel	Inh	1	1	1
51	0	0	0	0	0	0	Yel	Inh	1	1	1
52	0	0	0	0	0	0	Yel	Inh	1	1	1
53	0	0	0	0	0	0	Yel	Inh	1	1	1
54	0	0	0	0	0	0	Yel	Inh	1	1	1
55	0	0	0	0	0	0	Yel	Inh	1	1	1
56	0	0	0	0	0	0	Yel	Inh	1	1	1
57	0	0	0	0	0	0	Yel	Inh	1	1	1
58	0	0	0	0	0	0	Yel	Inh	1	1	1
59	0	0	0	0	0	0	Yel	Inh	1	1	1
60	0	0	0	0	0	0	Yel	Inh	1	1	1
61	0	0	0	0	0	0	Yel	Inh	1	1	1
62	0	0	0	0	0	0	Yel	Inh	1	1	1
63	0	0	0	0	0	0	Yel	Inh	1	1	1
64	0	0	0	0	0	0	Yel	Inh	1	1	1
65	0	0	0	0	0	0	Yel	Inh	1	1	1
66	0	0	0	0	0	0	Yel	Inh	1	1	1
67	0	0	0	0	0	0	Yel	Inh	1	1	1
68	0	0	0	0	0	0	Yel	Inh	1	1	1
69	0	0	0	0	0	0	Yel	Inh	1	1	1
70	0	0	0	0	0	0	Yel	Inh	1	1	1
71	0	0	0	0	0	0	Yel	Inh	1	1	1
72	0	0	0	0	0	0	Yel	Inh	1	1	1
73	0	0	0	0	0	0	Yel	Inh	1	1	1
74	0	0	0	0	0	0	Yel	Inh	1	1	1
75	0	0	0	0	0	0	Yel	Inh	1	1	1
76	0	0	0	0	0	0	Yel	Inh	1	1	1
77	0	0	0	0	0	0	Yel	Inh	1	1	1
78	0	0	0	0	0	0	Yel	Inh	1	1	1
79	0	0	0	0	0	0	Yel	Inh	1	1	1

80	0	0	0	0	0	0	Yel	Inh	1	1	1
81	0	0	0	0	0	0	Yel	Inh	1	1	1
82	0	0	0	0	0	0	Yel	Inh	1	1	1
83	0	0	0	0	0	0	Yel	Inh	1	1	1
84	0	0	0	0	0	0	Yel	Inh	1	1	1
85	0	0	0	0	0	0	Yel	Inh	1	1	1
86	0	0	0	0	0	0	Yel	Inh	1	1	1
87	0	0	0	0	0	0	Yel	Inh	1	1	1
88	0	0	0	0	0	0	Yel	Inh	1	1	1
89	0	0	0	0	0	0	Yel	Inh	1	1	1
90	0	0	0	0	0	0	Yel	Inh	1	1	1
91	0	0	0	0	0	0	Yel	Inh	1	1	1
92	0	0	0	0	0	0	Yel	Inh	1	1	1
93	0	0	0	0	0	0	Yel	Inh	1	1	1
94	0	0	0	0	0	0	Yel	Inh	1	1	1
95	0	0	0	0	0	0	Yel	Inh	1	1	1
96	0	0	0	0	0	0	Yel	Inh	1	1	1
97	0	0	0	0	0	0	Yel	Inh	1	1	1
98	0	0	0	0	0	0	Yel	Inh	1	1	1
99	0	0	0	0	0	0	Yel	Inh	1	1	1
100	0	0	0	0	0	0	Yel	Inh	1	1	1
101	0	0	0	0	0	0	Yel	Inh	1	1	1
102	0	0	0	0	0	0	Yel	Inh	1	1	1
103	0	0	0	0	0	0	Yel	Inh	1	1	1
104	0	0	0	0	0	0	Yel	Inh	1	1	1
105	0	0	0	0	0	0	Yel	Inh	1	1	1
106	0	0	0	0	0	0	Yel	Inh	1	1	1
107	0	0	0	0	0	0	Yel	Inh	1	1	1
108	0	0	0	0	0	0	Yel	Inh	1	1	1
109	0	0	0	0	0	0	Yel	Inh	1	1	1
110	0	0	0	0	0	0	Yel	Inh	1	1	1
111	0	0	0	0	0	0	Yel	Inh	1	1	1
112	0	0	0	0	0	0	Yel	Inh	1	1	1
113	0	0	0	0	0	0	Yel	Inh	1	1	1
114	0	0	0	0	0	0	Yel	Inh	1	1	1
115	0	0	0	0	0	0	Yel	Inh	1	1	1
116	0	0	0	0	0	0	Yel	Inh	1	1	1
117	0	0	0	0	0	0	Yel	Inh	1	1	1
118	0	0	0	0	0	0	Yel	Inh	1	1	1
119	0	0	0	0	0	0	Yel	Inh	1	1	1
120	0	0	0	0	0	0	Yel	Inh	1	1	1
121	0	0	0	0	0	0	Yel	Inh	1	1	1
122	0	0	0	0	0	0	Yel	Inh	1	1	1
123	0	0	0	0	0	0	Yel	Inh	1	1	1
124	0	0	0	0	0	0	Yel	Inh	1	1	1
125	0	0	0	0	0	0	Yel	Inh	1	1	1
126	0	0	0	0	0	0	Yel	Inh	1	1	1
127	0	0	0	0	0	0	Yel	Inh	1	1	1
128	0	0	0	0	0	0	Yel	Inh	1	1	1

Split Parameters

Split 1		Coord	Ref	
PH.	Time	PH	PH	Mode
1	44			None
2	26			None
3	0			None
4	20			None
5	0			None
6	70			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None

Split 2		Coord	Ref	
PH.	Time	PH	PH	Mode
1	35			None
2	25			None
3	0			None
4	30			None
5	0			None
6	60			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None

12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 3		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 4		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 5		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 6		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 7		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 8		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 9

Split 10

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None

Split 9

PH.	Time	Coord PH	Ref PH	Mode
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 10

PH.	Time	Coord PH	Ref PH	Mode
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 11

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 12

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 13

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 14

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 15

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None

Split 16

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None

3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 17

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 18

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 19

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None

Split 20

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None

Split 19

PH.	Time	Coord PH	Ref PH	Mode
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 20

PH.	Time	Coord PH	Ref PH	Mode
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

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

Day Plan 1

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 2

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 3

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 4

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 5

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 6

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 7

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 8

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 9

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 10

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 11

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 12

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 13

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 14

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 15

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	11	30	2
3	20	0	3
4	0	0	
5	0	0	

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 1

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
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	

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	

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	

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	

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

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

Act	Pattern	Aux.			Special Functions							
		1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1											
2	Pattern 2											
3	Free											
4	None											
5	None											
6	None											
7	None											
8	None											
9	None											
10	None											
11	None											
12	None											
13	None											
14	None											
15	None											
16	None											
17	None											
18	None											
19	None											

Actions

Act	Pattern	Aux.			Special Functions							
		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											

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										

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										

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 Green	0	0	0	0	0	0	0	0
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
Dwell Green	0	0	0	0	0	0	0	0
Max Presence	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

Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
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
Exit Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
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

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem								
Not Overide Flash								
NotOverideNextPre								
Flash Dwell								

Preemption Configuration

Preempt	1	2	3	4	5	6	7	8
Track phase								
Dwell Phase								
Dwell Ped								
Exit Phase								
Track Overlap								
Dwell overlap								
Cycling phase								
Cycling Ped								
Cycling Overlap								

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
1	Phs Veh	1
2	Phs Veh	2
3	None	3
4	Phs Veh	4
5	None	5
6	Phs Veh	6
7	None	7
8	None	8
9	None	1
10	None	3

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

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow																
Flash Red																
Alt Flash																

Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow																
Flash Red																
Alt Flash																

Startup Clearance Hold Type

1=off, 2=On, 3=Flash and 4= Alt Flash

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

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	notActive	On	Off	Off	Red
2	dltGrn	On	Off	Off	Red
3	PreGrn	Off	Off	On	Green
4	minGrn	Off	Off	On	Green
5	grnExt	Off	Off	On	Green
6	grnDwell	Off	Off	On	Green
7	preClear	Off	Off	On	Green
8	yelChange	Off	On	Off	Yellow
9	redClear	On	Off	Off	Red
10	redDwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12					

Pedestrian Intervals

Interval	Description	DWK	CLR	Wlk	Type
1	notActive	On	Off	Off	Dont Walk
2	dltPed	On	Off	Off	Dont Walk
3	walk	Off	Off	On	Walk
4	walkDwell	Off	Off	On	Walk
5	flashDtWlk	Flash	Off	Off	Ped Clear
6	dWalk	On	Off	Off	Dont Walk
7					
8					

Countdown Display

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

Manual Control Phase Groups

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

Prioritor Settings

Prioritor	Priority Ph	Output Dly
1		0
2		0
3		0
4		0
5		0

Enabled	Lock Out Time
No	0

6		0
7		0
8		0

Loopback Functions

Func	Result Function Type	Index	Source Function Type	Index	Func	Result Function Type	Index	Source Function Type	Index
1					51				
2					52				
3					53				
4					54				
5					55				
6					56				
7					57				
8					58				
9					59				
10					60				
11					61				
12					62				
13					63				
14					64				
15					65				
16					66				
17					67				
18					68				
19					69				
20					70				
21					71				
22					72				
23					73				
24					74				
25					75				
26					76				
27					77				
28					78				
29					79				
30					80				
31					81				
32					82				
33					83				
34					84				
35					85				
36					86				
37					87				
38					88				
39					89				
40					90				
41					91				
42					92				
43					93				
44					94				
45					95				
46					96				
47					97				
48					98				
49					99				
50					100				

Peer Configuration

Ctrl	Peer ID	IP address	SNMP Port	Hot Port	Serial Port	Serial Addr.	Master Sect.	P2P TO	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	

4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	
21	0		161	80	0	0	0	15	
22	0		161	80	0	0	0	15	
23	0		161	80	0	0	0	15	
24	0		161	80	0	0	0	15	
25	0		161	80	0	0	0	15	
26	0		161	80	0	0	0	15	
27	0		161	80	0	0	0	15	
28	0		161	80	0	0	0	15	
29	0		161	80	0	0	0	15	
30	0		161	80	0	0	0	15	
31	0		161	80	0	0	0	15	
32	0		161	80	0	0	0	15	
33	0		161	80	0	0	0	15	
34	0		161	80	0	0	0	15	
35	0		161	80	0	0	0	15	
36	0		161	80	0	0	0	15	
37	0		161	80	0	0	0	15	
38	0		161	80	0	0	0	15	
39	0		161	80	0	0	0	15	
40	0		161	80	0	0	0	15	
41	0		161	80	0	0	0	15	
42	0		161	80	0	0	0	15	
43	0		161	80	0	0	0	15	
44	0		161	80	0	0	0	15	
45	0		161	80	0	0	0	15	
46	0		161	80	0	0	0	15	
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52	0		161	80	0	0	0	15	
53	0		161	80	0	0	0	15	
54	0		161	80	0	0	0	15	
55	0		161	80	0	0	0	15	
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57	0		161	80	0	0	0	15	
58	0		161	80	0	0	0	15	
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61	0		161	80	0	0	0	15	
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63	0		161	80	0	0	0	15	
64	0		161	80	0	0	0	15	
65	0		161	80	0	0	0	15	
66	0		161	80	0	0	0	15	
67	0		161	80	0	0	0	15	

68	0		161	80	0	0	0	15	
69	0		161	80	0	0	0	15	
70	0		161	80	0	0	0	15	
71	0		161	80	0	0	0	15	
72	0		161	80	0	0	0	15	
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95	0		161	80	0	0	0	15	
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97	0		161	80	0	0	0	15	
98	0		161	80	0	0	0	15	
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109	0		161	80	0	0	0	15	
110	0		161	80	0	0	0	15	
111	0		161	80	0	0	0	15	
112	0		161	80	0	0	0	15	
113	0		161	80	0	0	0	15	
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115	0		161	80	0	0	0	15	
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119	0		161	80	0	0	0	15	
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121	0		161	80	0	0	0	15	
122	0		161	80	0	0	0	15	
123	0		161	80	0	0	0	15	
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130	0		161	80	0	0	0	15	

131	0		161	80	0	0	0	15	
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149	0		161	80	0	0	0	15	
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171	0		161	80	0	0	0	15	
172	0		161	80	0	0	0	15	
173	0		161	80	0	0	0	15	
174	0		161	80	0	0	0	15	
175	0		161	80	0	0	0	15	
176	0		161	80	0	0	0	15	
177	0		161	80	0	0	0	15	
178	0		161	80	0	0	0	15	
179	0		161	80	0	0	0	15	
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184	0		161	80	0	0	0	15	
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186	0		161	80	0	0	0	15	
187	0		161	80	0	0	0	15	
188	0		161	80	0	0	0	15	
189	0		161	80	0	0	0	15	
190	0		161	80	0	0	0	15	
191	0		161	80	0	0	0	15	
192	0		161	80	0	0	0	15	
193	0		161	80	0	0	0	15	
194	0		161	80	0	0	0	15	

2/24/2020 192.168.10.104/maxtime/api/db/print?template=Default.zip

195	0		161	80	0	0	0	15	
196	0		161	80	0	0	0	15	
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200	0		161	80	0	0	0	15	
201	0		161	80	0	0	0	15	
202	0		161	80	0	0	0	15	
203	0		161	80	0	0	0	15	
204	0		161	80	0	0	0	15	
205	0		161	80	0	0	0	15	
206	0		161	80	0	0	0	15	
207	0		161	80	0	0	0	15	
208	0		161	80	0	0	0	15	
209	0		161	80	0	0	0	15	
210	0		161	80	0	0	0	15	
211	0		161	80	0	0	0	15	
212	0		161	80	0	0	0	15	
213	0		161	80	0	0	0	15	
214	0		161	80	0	0	0	15	
215	0		161	80	0	0	0	15	
216	0		161	80	0	0	0	15	
217	0		161	80	0	0	0	15	
218	0		161	80	0	0	0	15	
219	0		161	80	0	0	0	15	
220	0		161	80	0	0	0	15	
221	0		161	80	0	0	0	15	
222	0		161	80	0	0	0	15	
223	0		161	80	0	0	0	15	
224	0		161	80	0	0	0	15	
225	0		161	80	0	0	0	15	
226	0		161	80	0	0	0	15	
227	0		161	80	0	0	0	15	
228	0		161	80	0	0	0	15	
229	0		161	80	0	0	0	15	
230	0		161	80	0	0	0	15	
231	0		161	80	0	0	0	15	
232	0		161	80	0	0	0	15	
233	0		161	80	0	0	0	15	
234	0		161	80	0	0	0	15	
235	0		161	80	0	0	0	15	
236	0		161	80	0	0	0	15	
237	0		161	80	0	0	0	15	
238	0		161	80	0	0	0	15	
239	0		161	80	0	0	0	15	
240	0		161	80	0	0	0	15	
241	0		161	80	0	0	0	15	
242	0		161	80	0	0	0	15	
243	0		161	80	0	0	0	15	
244	0		161	80	0	0	0	15	
245	0		161	80	0	0	0	15	
246	0		161	80	0	0	0	15	
247	0		161	80	0	0	0	15	
248	0		161	80	0	0	0	15	
249	0		161	80	0	0	0	15	
250	0		161	80	0	0	0	15	
251	0		161	80	0	0	0	15	
252	0		161	80	0	0	0	15	
253	0		161	80	0	0	0	15	
254	0		161	80	0	0	0	15	
255	0		161	80	0	0	0	15	

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
1	
2	
3	
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APPENDIX B

Level of Service Definitions

The following information can be found in the Highway Capacity Manual, Transportation Research Board, 2010: Chapter 18 – Signalized Intersections and Chapter 19 – Two-Way Stop Controlled Intersections.

Automobile Level of Service (LOS) for Signalized Intersections

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

LOS A

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

LOS B

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

LOS C

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

LOS D

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

LOS E

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

LOS F

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

Level of Service (LOS) for Unsignalized TWSC Intersections

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

APPENDIX C

Capacity Worksheets

1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	204	0	0	843	304	162	1	337	0	0	0
Future Volume (vph)	111	204	0	0	843	304	162	1	337	0	0	0
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Satd. Flow (RTOR)						330			366			
Lane Group Flow (vph)	121	222	0	0	916	330	88	89	366	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Detector Phase	5	2			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0	19.0			19.0	19.0	6.0	6.0				
Minimum Split (s)	12.0	25.0			25.0	25.0	12.0	12.0				
Total Split (s)	20.0	66.0			46.0	46.0	24.0	24.0				
Total Split (%)	22.2%	73.3%			51.1%	51.1%	26.7%	26.7%				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max				
Act Effct Green (s)	8.5	60.0			45.5	45.5	18.0	18.0	90.0			
Actuated g/C Ratio	0.09	0.67			0.51	0.51	0.20	0.20	1.00			
v/c Ratio	0.37	0.09			0.28	0.34	0.26	0.26	0.23			
Control Delay	54.4	6.1			13.4	2.6	32.9	32.9	0.3			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	54.4	6.1			13.4	2.6	32.9	32.9	0.3			
LOS	D	A			B	A	C	C	A			
Approach Delay		23.1			10.5			11.0				
Approach LOS		C			B			B				
Queue Length 50th (ft)	39	15			83	0	45	45	0			
Queue Length 95th (ft)	68	32			110	43	89	90	0			
Internal Link Dist (ft)		503			499			620			651	
Turn Bay Length (ft)	390					130	345		50			
Base Capacity (vph)	534	2359			3236	962	336	337	1583			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.23	0.09			0.28	0.34	0.26	0.26	0.23			

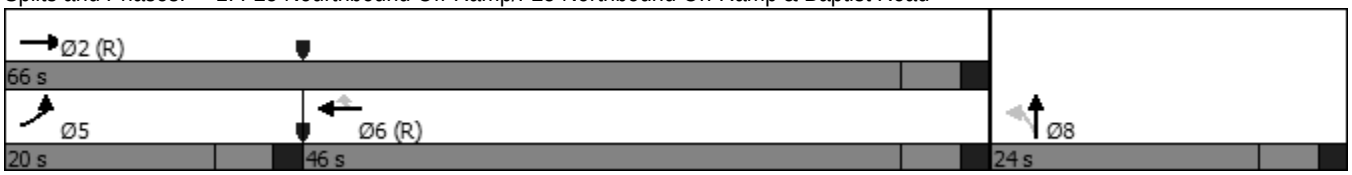
Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 12.7	Intersection LOS: B
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road



2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	187	282	694	296	0	0	0	0	130	0	94
Future Volume (vph)	0	187	282	694	296	0	0	0	0	130	0	94
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	1681	1527	0
Flt Permitted				0.950						0.950	0.994	
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	1681	1527	0
Satd. Flow (RTOR)			307								109	
Lane Group Flow (vph)	0	203	307	754	322	0	0	0	0	127	116	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		6.0	6.0	19.0	19.0					6.0	6.0	
Minimum Split (s)		12.0	12.0	25.0	25.0					12.0	12.0	
Total Split (s)		26.0	26.0	44.0	70.0					20.0	20.0	
Total Split (%)		28.9%	28.9%	48.9%	77.8%					22.2%	22.2%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					Max	Max	
Act Effct Green (s)		32.0	32.0	26.0	64.0					14.0	14.0	
Actuated g/C Ratio		0.36	0.36	0.29	0.71					0.16	0.16	
v/c Ratio		0.09	0.40	0.76	0.13					0.49	0.35	
Control Delay		20.8	4.8	39.2	3.5					41.8	11.4	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		20.8	4.8	39.2	3.5					41.8	11.4	
LOS		C	A	D	A					D	B	
Approach Delay		11.2			28.6						27.3	
Approach LOS		B			C						C	
Queue Length 50th (ft)		22	0	238	21					70	3	
Queue Length 95th (ft)		39	59	297	31					129	52	
Internal Link Dist (ft)		600			503			727			570	
Turn Bay Length (ft)			285	355						120		
Base Capacity (vph)		2281	761	1449	2516					261	329	
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		0.09	0.40	0.52	0.13					0.49	0.35	

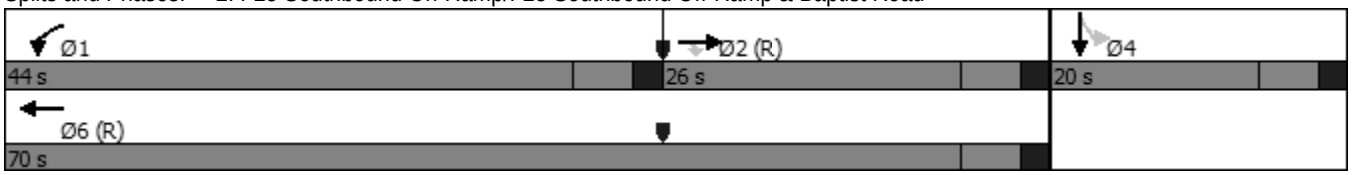
Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road



Intersection	
Intersection Delay, s/veh	4.2
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	119	245	13	167
Demand Flow Rate, veh/h	121	250	13	170
Vehicles Circulating, veh/h	188	15	278	106
Vehicles Exiting, veh/h	88	276	31	159
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.1	4.2	3.6	4.1
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
Entry Flow, veh/h	121	250	13	170
Cap Entry Lane, veh/h	1139	1359	1039	1238
Entry HV Adj Factor	0.982	0.981	0.992	0.981
Flow Entry, veh/h	119	245	13	167
Cap Entry, veh/h	1119	1334	1031	1215
V/C Ratio	0.106	0.184	0.013	0.137
Control Delay, s/veh	4.1	4.2	3.6	4.1
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

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	0	280	23	118	212	0	11	1	153	33	4	1
Future Vol, veh/h	0	280	23	118	212	0	11	1	153	33	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	405	-	-	135	-	135	255	-	-
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	0	304	25	128	230	0	12	1	166	36	4	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	329	0	0	690	803	165	639	815	115
Stage 1	-	-	-	-	-	-	317	317	-	486	486	-
Stage 2	-	-	-	-	-	-	373	486	-	153	329	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1335	-	-	1227	-	-	331	315	850	361	310	916
Stage 1	-	-	-	-	-	-	669	653	-	531	549	-
Stage 2	-	-	-	-	-	-	620	549	-	834	645	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1335	-	-	1227	-	-	301	282	850	266	278	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	282	-	266	278	-
Stage 1	-	-	-	-	-	-	669	653	-	531	492	-
Stage 2	-	-	-	-	-	-	550	492	-	670	645	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3	10.8	20
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	301	282	850	1335	-	-	1227	-	-	266	323
HCM Lane V/C Ratio	0.04	0.004	0.196	-	-	-	0.105	-	-	0.135	0.017
HCM Control Delay (s)	17.5	17.8	10.3	0	-	-	8.3	-	-	20.6	16.3
HCM Lane LOS	C	C	B	A	-	-	A	-	-	C	C
HCM 95th %tile Q(veh)	0.1	0	0.7	0	-	-	0.3	-	-	0.5	0.1

1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	405	0	0	734	203	294	1	971	0	0	0
Future Volume (vph)	66	405	0	0	734	203	294	1	971	0	0	0
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Satd. Flow (RTOR)						221			623			
Lane Group Flow (vph)	72	440	0	0	798	221	160	161	1055	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Detector Phase	5	2			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0	19.0			19.0	19.0	6.0	6.0				
Minimum Split (s)	12.0	25.0			25.0	25.0	12.0	12.0				
Total Split (s)	20.0	66.0			46.0	46.0	24.0	24.0				
Total Split (%)	22.2%	73.3%			51.1%	51.1%	26.7%	26.7%				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max				
Act Effct Green (s)	7.4	60.0			49.0	49.0	18.0	18.0	90.0			
Actuated g/C Ratio	0.08	0.67			0.54	0.54	0.20	0.20	1.00			
v/c Ratio	0.26	0.19			0.23	0.23	0.48	0.48	0.67			
Control Delay	41.7	12.3			11.5	2.4	37.3	37.3	2.2			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	41.7	12.3			11.5	2.4	37.3	37.3	2.2			
LOS	D	B			B	A	D	D	A			
Approach Delay		16.4			9.6			10.4				
Approach LOS		B			A			B				
Queue Length 50th (ft)	23	67			68	0	85	86	0			
Queue Length 95th (ft)	m44	101			91	34	150	150	0			
Internal Link Dist (ft)		503			499			1215			651	
Turn Bay Length (ft)	390					130	345					
Base Capacity (vph)	534	2359			3490	963	336	337	1583			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.13	0.19			0.23	0.23	0.48	0.48	0.67			

Intersection Summary

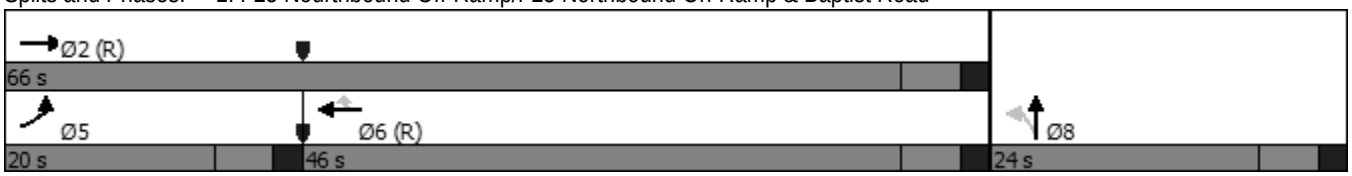
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road



2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	187	239	552	475	0	0	0	0	299	0	132
Future Volume (vph)	0	187	239	552	475	0	0	0	0	299	0	132
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	1681	1571	0
Flt Permitted				0.950						0.950	0.982	
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	1681	1571	0
Satd. Flow (RTOR)			260								109	
Lane Group Flow (vph)	0	203	260	600	516	0	0	0	0	244	224	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		6.0	6.0	19.0	19.0					6.0	6.0	
Minimum Split (s)		12.0	12.0	25.0	25.0					12.0	12.0	
Total Split (s)		25.0	25.0	35.0	60.0					30.0	30.0	
Total Split (%)		27.8%	27.8%	38.9%	66.7%					33.3%	33.3%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					Max	Max	
Act Effct Green (s)		26.2	26.2	21.8	54.0					24.0	24.0	
Actuated g/C Ratio		0.29	0.29	0.24	0.60					0.27	0.27	
v/c Ratio		0.11	0.40	0.72	0.24					0.54	0.45	
Control Delay		24.4	5.8	43.4	6.3					33.7	17.2	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		24.4	5.8	43.4	6.3					33.7	17.2	
LOS		C	A	D	A					C	B	
Approach Delay		14.0			26.3						25.8	
Approach LOS		B			C						C	
Queue Length 50th (ft)		24	0	190	36					125	54	
Queue Length 95th (ft)		42	59	247	54					205	124	
Internal Link Dist (ft)		600			503			727			570	
Turn Bay Length (ft)			285	355						120		
Base Capacity (vph)		1868	645	1106	2123					448	498	
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		0.11	0.40	0.54	0.24					0.54	0.45	

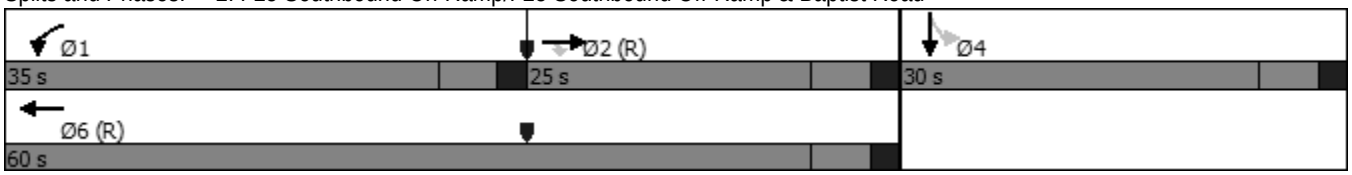
Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road



Intersection	
Intersection Delay, s/veh	4.8
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	121	380	23	160
Demand Flow Rate, veh/h	123	388	23	163
Vehicles Circulating, veh/h	155	25	264	153
Vehicles Exiting, veh/h	161	262	14	260
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.0	5.3	3.6	4.3
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
Entry Flow, veh/h	123	388	23	163
Cap Entry Lane, veh/h	1178	1345	1054	1180
Entry HV Adj Factor	0.983	0.980	0.994	0.981
Flow Entry, veh/h	121	380	23	160
Cap Entry, veh/h	1158	1318	1048	1158
V/C Ratio	0.104	0.288	0.022	0.138
Control Delay, s/veh	4.0	5.3	3.6	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	252	25	136	412	0	21	1	134	22	1	2
Future Vol, veh/h	1	252	25	136	412	0	21	1	134	22	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	405	-	-	135	-	135	255	-	-
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	1	274	27	148	448	0	23	1	146	24	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	448	0	0	301	0	0	811	1034	151	884	1047	224
Stage 1	-	-	-	-	-	-	290	290	-	744	744	-
Stage 2	-	-	-	-	-	-	521	744	-	140	303	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1109	-	-	1257	-	-	271	231	868	240	227	779
Stage 1	-	-	-	-	-	-	694	671	-	373	420	-
Stage 2	-	-	-	-	-	-	507	420	-	849	662	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1109	-	-	1257	-	-	245	204	868	181	200	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	204	-	181	200	-
Stage 1	-	-	-	-	-	-	693	670	-	373	370	-
Stage 2	-	-	-	-	-	-	445	370	-	705	661	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2	11.6	26.3
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	245	204	868	1109	-	-	1257	-	-	181	396
HCM Lane V/C Ratio	0.093	0.005	0.168	0.001	-	-	0.118	-	-	0.132	0.008
HCM Control Delay (s)	21.2	22.7	10	8.2	-	-	8.2	-	-	27.9	14.2
HCM Lane LOS	C	C	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.3	0	0.6	0	-	-	0.4	-	-	0.4	0

1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

AM Peak Hour - Year 2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	415	0	0	1072	316	296	1	350	0	0	0
Future Volume (vph)	150	415	0	0	1072	316	296	1	350	0	0	0
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Satd. Flow (RTOR)						343			380			
Lane Group Flow (vph)	163	451	0	0	1165	343	161	162	380	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Detector Phase	5	2			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0	19.0			19.0	19.0	6.0	6.0				
Minimum Split (s)	12.0	25.0			25.0	25.0	12.0	12.0				
Total Split (s)	20.0	66.0			46.0	46.0	24.0	24.0				
Total Split (%)	22.2%	73.3%			51.1%	51.1%	26.7%	26.7%				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max				
Act Effct Green (s)	9.6	60.0			44.4	44.4	18.0	18.0	90.0			
Actuated g/C Ratio	0.11	0.67			0.49	0.49	0.20	0.20	1.00			
v/c Ratio	0.45	0.19			0.37	0.36	0.48	0.48	0.24			
Control Delay	60.2	4.1			14.8	2.8	37.4	37.4	0.4			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	60.2	4.1			14.8	2.8	37.4	37.4	0.4			
LOS	E	A			B	A	D	D	A			
Approach Delay		19.0			12.0			17.4				
Approach LOS		B			B			B				
Queue Length 50th (ft)	52	18			113	0	86	86	0			
Queue Length 95th (ft)	85	33			148	45	151	151	0			
Internal Link Dist (ft)		503			499			620			651	
Turn Bay Length (ft)	390					130	345		50			
Base Capacity (vph)	534	2359			3162	954	336	337	1583			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.31	0.19			0.37	0.36	0.48	0.48	0.24			

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

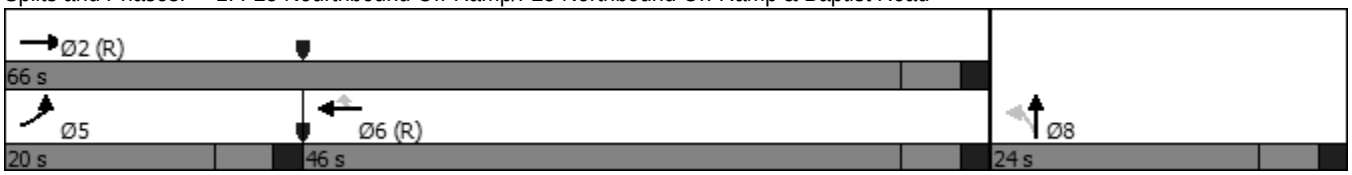
1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

AM Peak Hour - Year 2022

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road



2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

AM Peak Hour - Year 2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	432	340	722	631	0	0	0	0	135	0	170
Future Volume (vph)	0	432	340	722	631	0	0	0	0	135	0	170
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	1681	1518	0
Flt Permitted				0.950						0.950	0.996	
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	1681	1518	0
Satd. Flow (RTOR)			361								185	
Lane Group Flow (vph)	0	470	370	785	686	0	0	0	0	132	200	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		6.0	6.0	19.0	19.0					6.0	6.0	
Minimum Split (s)		12.0	12.0	25.0	25.0					12.0	12.0	
Total Split (s)		26.0	26.0	44.0	70.0					20.0	20.0	
Total Split (%)		28.9%	28.9%	48.9%	77.8%					22.2%	22.2%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					Max	Max	
Act Effct Green (s)		31.1	31.1	26.9	64.0					14.0	14.0	
Actuated g/C Ratio		0.35	0.35	0.30	0.71					0.16	0.16	
v/c Ratio		0.21	0.47	0.76	0.27					0.51	0.51	
Control Delay		22.2	5.5	35.7	3.7					42.4	11.9	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		22.2	5.5	35.7	3.7					42.4	11.9	
LOS		C	A	D	A					D	B	
Approach Delay		14.8			20.8						24.0	
Approach LOS		B			C						C	
Queue Length 50th (ft)		54	3	229	46					73	7	
Queue Length 95th (ft)		83	71	292	61					134	71	
Internal Link Dist (ft)		600			503			727			570	
Turn Bay Length (ft)			285	355						120		
Base Capacity (vph)		2211	782	1449	2516					261	392	
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		0.21	0.47	0.54	0.27					0.51	0.51	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

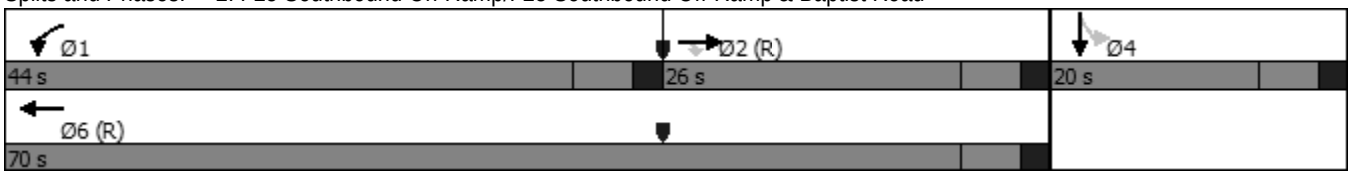
2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

AM Peak Hour - Year 2022

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road



Intersection	
Intersection Delay, s/veh	6.2
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	330	459	29	256
Demand Flow Rate, veh/h	337	469	29	261
Vehicles Circulating, veh/h	280	63	567	185
Vehicles Exiting, veh/h	166	533	50	347
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.9	6.3	5.1	5.3
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
Entry Flow, veh/h	337	469	29	261
Cap Entry Lane, veh/h	1037	1294	774	1143
Entry HV Adj Factor	0.980	0.979	0.991	0.980
Flow Entry, veh/h	330	459	29	256
Cap Entry, veh/h	1017	1267	767	1119
V/C Ratio	0.325	0.362	0.037	0.228
Control Delay, s/veh	6.9	6.3	5.1	5.3
LOS	A	A	A	A
95th %tile Queue, veh	1	2	0	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	476	38	182	387	169	19	11	193	98	11	14
Future Volume (vph)	22	476	38	182	387	169	19	11	193	98	11	14
Satd. Flow (prot)	1770	3539	1583	1770	3376	0	1770	1863	1583	3433	1708	0
Flt Permitted	0.423			0.310			0.740			0.671		
Satd. Flow (perm)	788	3539	1583	577	3376	0	1378	1863	1583	2425	1708	0
Satd. Flow (RTOR)			234		106				234		15	
Lane Group Flow (vph)	24	517	41	198	605	0	21	12	210	107	27	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.6	22.6	14.7	27.8		9.5	23.2	23.2	9.5	23.2	
Total Split (%)	13.6%	32.3%	32.3%	21.0%	39.7%		13.6%	33.1%	33.1%	13.6%	33.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	24.0	19.0	19.0	32.8	29.0		24.6	20.6	20.6	26.4	24.4	
Actuated g/C Ratio	0.34	0.27	0.27	0.47	0.41		0.35	0.29	0.29	0.38	0.35	
v/c Ratio	0.07	0.54	0.07	0.46	0.41		0.04	0.02	0.33	0.11	0.04	
Control Delay	11.3	24.5	0.2	15.0	13.8		13.1	19.2	4.1	13.4	12.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	11.3	24.5	0.2	15.0	13.8		13.1	19.2	4.1	13.4	12.5	
LOS	B	C	A	B	B		B	B	A	B	B	
Approach Delay		22.2			14.1			5.6			13.2	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	5	101	0	48	66		5	4	0	14	3	
Queue Length 95th (ft)	17	148	0	87	134		18	16	37	27	21	
Internal Link Dist (ft)		460			600			515			405	
Turn Bay Length (ft)	160		226	405			135		135	255		
Base Capacity (vph)	340	962	600	444	1460		512	548	631	986	605	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.07	0.54	0.07	0.45	0.41		0.04	0.02	0.33	0.11	0.04	

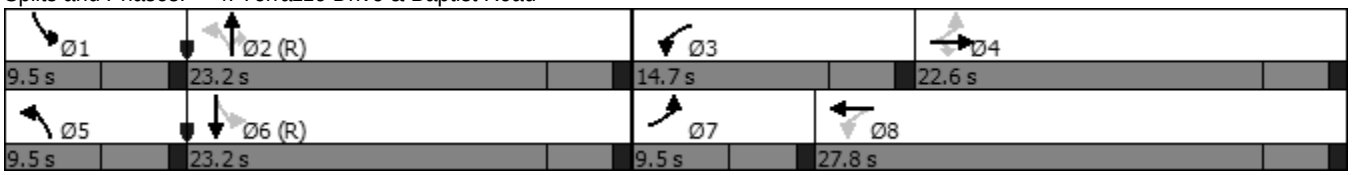
Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 44.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Terrazzo Drive & Baptist Road



Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	55	85	112	48	6
Future Vol, veh/h	16	55	85	112	48	6
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	-	-	-	-	-
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	17	60	92	122	52	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	362	56	59	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	306	-	-	-	-	-
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	637	1011	1545	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	596	1011	1545	-	-	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	874	-	-
HCM Lane V/C Ratio	0.06	-	0.088	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

PM Peak Hour - Year 2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	712	0	0	1055	211	469	1	1010	0	0	0
Future Volume (vph)	162	712	0	0	1055	211	469	1	1010	0	0	0
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Satd. Flow (RTOR)						229			453			
Lane Group Flow (vph)	176	774	0	0	1147	229	255	256	1098	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Detector Phase	5	2			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0	19.0			19.0	19.0	6.0	6.0				
Minimum Split (s)	12.0	25.0			25.0	25.0	12.0	12.0				
Total Split (s)	20.0	66.0			46.0	46.0	24.0	24.0				
Total Split (%)	22.2%	73.3%			51.1%	51.1%	26.7%	26.7%				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max				
Act Effct Green (s)	9.9	60.0			44.1	44.1	18.0	18.0	90.0			
Actuated g/C Ratio	0.11	0.67			0.49	0.49	0.20	0.20	1.00			
v/c Ratio	0.47	0.33			0.37	0.26	0.76	0.76	0.69			
Control Delay	51.1	8.5			14.9	2.8	50.1	50.2	2.5			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	51.1	8.5			14.9	2.8	50.1	50.2	2.5			
LOS	D	A			B	A	D	D	A			
Approach Delay		16.4			12.9			17.6				
Approach LOS		B			B			B				
Queue Length 50th (ft)	56	75			112	0	145	145	0			
Queue Length 95th (ft)	m89	98			147	38	#265	#266	0			
Internal Link Dist (ft)		503			499			620			651	
Turn Bay Length (ft)	390					130	345		50			
Base Capacity (vph)	534	2359			3138	892	336	337	1583			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.33	0.33			0.37	0.26	0.76	0.76	0.69			

Intersection Summary

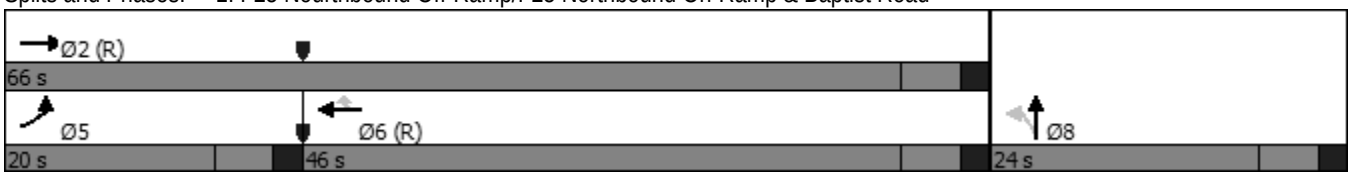
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 75.1%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road



2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

PM Peak Hour - Year 2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	578	459	574	949	0	0	0	0	311	0	219
Future Volume (vph)	0	578	459	574	949	0	0	0	0	311	0	219
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	1681	1529	0
Flt Permitted				0.950						0.950	0.993	
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	1681	1529	0
Satd. Flow (RTOR)			499								112	
Lane Group Flow (vph)	0	628	499	624	1032	0	0	0	0	301	275	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		6.0	6.0	19.0	19.0					6.0	6.0	
Minimum Split (s)		12.0	12.0	25.0	25.0					12.0	12.0	
Total Split (s)		25.0	25.0	35.0	60.0					30.0	30.0	
Total Split (%)		27.8%	27.8%	38.9%	66.7%					33.3%	33.3%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					Max	Max	
Act Effct Green (s)		25.7	25.7	22.3	54.0					24.0	24.0	
Actuated g/C Ratio		0.29	0.29	0.25	0.60					0.27	0.27	
v/c Ratio		0.34	0.62	0.73	0.49					0.67	0.56	
Control Delay		26.8	6.6	39.6	8.7					38.1	21.6	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		26.8	6.6	39.6	8.7					38.1	21.6	
LOS		C	A	D	A					D	C	
Approach Delay		17.9			20.3						30.2	
Approach LOS		B			C						C	
Queue Length 50th (ft)		81	0	197	120					161	81	
Queue Length 95th (ft)		116	85	256	157					256	166	
Internal Link Dist (ft)		600			503			727			570	
Turn Bay Length (ft)			285	355						120		
Base Capacity (vph)		1826	808	1106	2123					448	489	
Starvation Cap Reductn		0	0	0	0					0	0	
Spillback Cap Reductn		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.34	0.62	0.56	0.49					0.67	0.56	

Intersection Summary

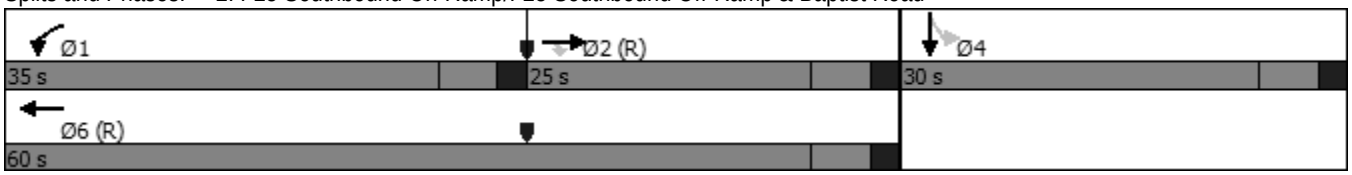
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

PM Peak Hour - Year 2022

Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road



Intersection	
Intersection Delay, s/veh	8.9
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	288	717	74	363
Demand Flow Rate, veh/h	294	731	76	370
Vehicles Circulating, veh/h	350	99	581	417
Vehicles Exiting, veh/h	437	558	63	413
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.0	9.9	5.8	8.9
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
Entry Flow, veh/h	294	731	76	370
Cap Entry Lane, veh/h	966	1247	763	902
Entry HV Adj Factor	0.980	0.981	0.980	0.980
Flow Entry, veh/h	288	717	74	363
Cap Entry, veh/h	947	1223	748	884
V/C Ratio	0.304	0.586	0.100	0.410
Control Delay, s/veh	7.0	9.9	5.8	8.9
LOS	A	A	A	A
95th %tile Queue, veh	1	4	0	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	450	64	305	636	165	64	22	322	246	24	48
Future Volume (vph)	32	450	64	305	636	165	64	22	322	246	24	48
Satd. Flow (prot)	1770	3539	1583	1770	3429	0	1770	1863	1583	3433	1676	0
Flt Permitted	0.310			0.320			0.706			0.697		
Satd. Flow (perm)	577	3539	1583	596	3429	0	1315	1863	1583	2519	1676	0
Satd. Flow (RTOR)			234		50				331		52	
Lane Group Flow (vph)	35	489	70	332	870	0	70	24	350	267	78	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5	22.5	15.0	28.0		9.5	23.0	23.0	9.5	23.0	
Total Split (%)	13.6%	32.1%	32.1%	21.4%	40.0%		13.6%	32.9%	32.9%	13.6%	32.9%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	23.1	18.1	18.1	33.0	29.2		23.5	18.5	18.5	24.4	20.4	
Actuated g/C Ratio	0.33	0.26	0.26	0.47	0.42		0.34	0.26	0.26	0.35	0.29	
v/c Ratio	0.13	0.53	0.12	0.73	0.60		0.15	0.05	0.53	0.28	0.15	
Control Delay	11.9	24.9	0.4	23.7	18.0		14.2	19.6	6.7	14.9	10.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	11.9	24.9	0.4	23.7	18.0		14.2	19.6	6.7	14.9	10.3	
LOS	B	C	A	C	B		B	B	A	B	B	
Approach Delay		21.3			19.6			8.6			13.9	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	8	95	0	88	123		18	8	6	37	8	
Queue Length 95th (ft)	22	140	0	#166	226		42	24	66	60	38	
Internal Link Dist (ft)		460			600			515			405	
Turn Bay Length (ft)	160		226	405			135		135	255		
Base Capacity (vph)	275	916	582	457	1459		473	492	661	942	525	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.13	0.53	0.12	0.73	0.60		0.15	0.05	0.53	0.28	0.15	

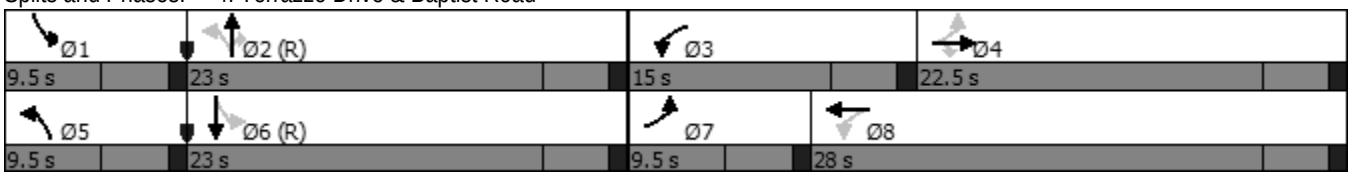
Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Terrazzo Drive & Baptist Road



Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	210	158	30	164	21
Future Vol, veh/h	53	210	158	30	164	21
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	-	-	-	-	-
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	58	228	172	33	178	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	567	190	201	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	377	-	-	-	-	-
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	485	852	1371	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	423	852	1371	-	-	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	6.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1371	-	707	-	-
HCM Lane V/C Ratio	0.125	-	0.404	-	-
HCM Control Delay (s)	8	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2	-	-

1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

AM Peak Hour - Year 2040

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	648	0	0	1636	456	633	2	506	0	0	0
Future Volume (vph)	258	648	0	0	1636	456	633	2	506	0	0	0
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Satd. Flow (RTOR)						496			550			
Lane Group Flow (vph)	280	704	0	0	1778	496	344	346	550	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Detector Phase	5	2			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0	19.0			19.0	19.0	6.0	6.0				
Minimum Split (s)	12.0	25.0			25.0	25.0	12.0	12.0				
Total Split (s)	18.0	55.0			37.0	37.0	35.0	35.0				
Total Split (%)	20.0%	61.1%			41.1%	41.1%	38.9%	38.9%				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max				
Act Effct Green (s)	11.2	49.0			31.8	31.8	29.0	29.0	90.0			
Actuated g/C Ratio	0.12	0.54			0.35	0.35	0.32	0.32	1.00			
v/c Ratio	0.65	0.37			0.79	0.56	0.64	0.64	0.35			
Control Delay	59.2	8.5			29.3	4.9	32.3	32.4	0.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	59.2	8.5			29.3	4.9	32.3	32.4	0.6			
LOS	E	A			C	A	C	C	A			
Approach Delay		22.9			24.0			18.3				
Approach LOS		C			C			B				
Queue Length 50th (ft)	90	54			263	0	173	174	0			
Queue Length 95th (ft)	m130	m68			309	65	272	274	0			
Internal Link Dist (ft)		503			499			620			651	
Turn Bay Length (ft)	390					130	345		50			
Base Capacity (vph)	457	1926			2261	879	541	543	1583			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.61	0.37			0.79	0.56	0.64	0.64	0.35			

Intersection Summary

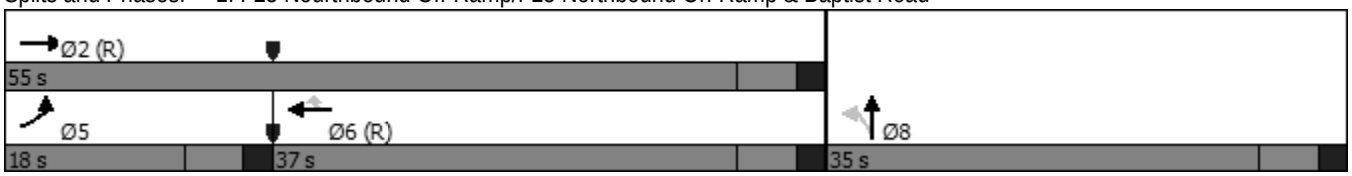
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 95.1%	ICU Level of Service F
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road



2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

AM Peak Hour - Year 2040

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	714	564	1041	1205	0	0	0	0	195	0	327
Future Volume (vph)	0	714	564	1041	1205	0	0	0	0	195	0	327
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	1681	1514	0
Flt Permitted				0.950						0.950	0.997	
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	1681	1514	0
Satd. Flow (RTOR)			408								109	
Lane Group Flow (vph)	0	776	613	1132	1310	0	0	0	0	191	376	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		6.0	6.0	19.0	19.0					6.0	6.0	
Minimum Split (s)		12.0	12.0	25.0	25.0					12.0	12.0	
Total Split (s)		29.0	29.0	37.0	66.0					24.0	24.0	
Total Split (%)		32.2%	32.2%	41.1%	73.3%					26.7%	26.7%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					Max	Max	
Act Effct Green (s)		23.0	23.0	31.0	60.0					18.0	18.0	
Actuated g/C Ratio		0.26	0.26	0.34	0.67					0.20	0.20	
v/c Ratio		0.47	0.87	0.96	0.56					0.57	0.96	
Control Delay		29.5	25.0	51.7	11.8					40.1	64.8	
Queue Delay		0.0	0.0	0.0	0.1					0.0	0.0	
Total Delay		29.5	25.0	51.7	11.9					40.1	64.8	
LOS		C	C	D	B					D	E	
Approach Delay		27.5			30.3						56.5	
Approach LOS		C			C						E	
Queue Length 50th (ft)		108	114	364	229					104	165	
Queue Length 95th (ft)		138	#326	#479	311					177	#355	
Internal Link Dist (ft)		600			503			727			570	
Turn Bay Length (ft)			285	355						120		
Base Capacity (vph)		1637	708	1182	2359					336	390	
Starvation Cap Reductn		0	0	0	179					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	0.87	0.96	0.60					0.57	0.96	

Intersection Summary

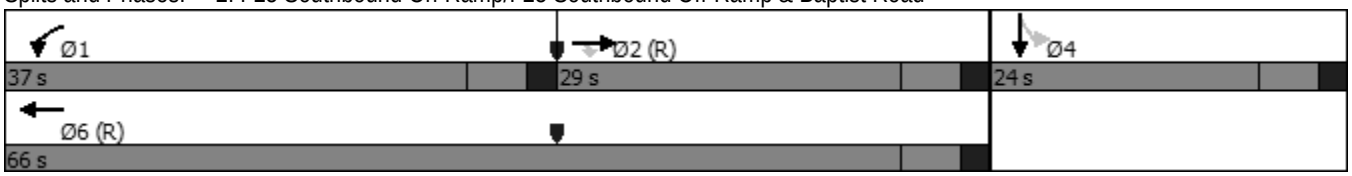
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

AM Peak Hour - Year 2040

Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 32.8	Intersection LOS: C
Intersection Capacity Utilization 95.1%	ICU Level of Service F
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road



Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	557	694	89	457
Demand Flow Rate, veh/h	568	709	91	466
Vehicles Circulating, veh/h	534	119	907	359
Vehicles Exiting, veh/h	291	879	195	469
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	18.5	10.0	8.9	9.9
Approach LOS	C	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
Entry Flow, veh/h	568	709	91	466
Cap Entry Lane, veh/h	800	1222	547	957
Entry HV Adj Factor	0.980	0.979	0.981	0.980
Flow Entry, veh/h	557	694	89	457
Cap Entry, veh/h	784	1197	537	938
V/C Ratio	0.710	0.580	0.166	0.487
Control Delay, s/veh	18.5	10.0	8.9	9.9
LOS	C	A	A	A
95th %tile Queue, veh	6	4	1	3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	691	161	722	551	169	72	28	467	114	51	15
Future Volume (vph)	22	691	161	722	551	169	72	28	467	114	51	15
Satd. Flow (prot)	1770	3539	1583	3433	3415	0	1770	1534	1504	3433	1799	0
Flt Permitted	0.258			0.277			0.711			0.391		
Satd. Flow (perm)	481	3539	1583	1001	3415	0	1324	1534	1504	1413	1799	0
Satd. Flow (RTOR)			175		63			239	269		16	
Lane Group Flow (vph)	24	751	175	785	783	0	78	269	269	124	71	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5	22.5	15.3	28.3		9.5	22.7	22.7	9.5	22.7	
Total Split (%)	13.6%	32.1%	32.1%	21.9%	40.4%		13.6%	32.4%	32.4%	13.6%	32.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	17.5	17.5	17.5	29.5	29.5		24.1	20.1	20.1	24.1	20.1	
Actuated g/C Ratio	0.25	0.25	0.25	0.42	0.42		0.34	0.29	0.29	0.34	0.29	
v/c Ratio	0.11	0.85	0.33	0.96	0.53		0.16	0.44	0.43	0.20	0.13	
Control Delay	21.0	35.9	5.8	51.7	16.4		14.5	7.1	5.6	14.3	17.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.0	35.9	5.8	51.7	16.4		14.5	7.1	5.6	14.3	17.2	
LOS	C	D	A	D	B		B	A	A	B	B	
Approach Delay		30.0			34.1			7.4			15.3	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	8	160	0	111	103		21	10	0	16	18	
Queue Length 95th (ft)	25	#247	43	#305	193		46	67	54	31	47	
Internal Link Dist (ft)		460			600			515			405	
Turn Bay Length (ft)	160		226	405			135		135	255		
Base Capacity (vph)	211	910	537	815	1475		487	610	623	630	527	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.11	0.83	0.33	0.96	0.53		0.16	0.44	0.43	0.20	0.13	

Intersection Summary

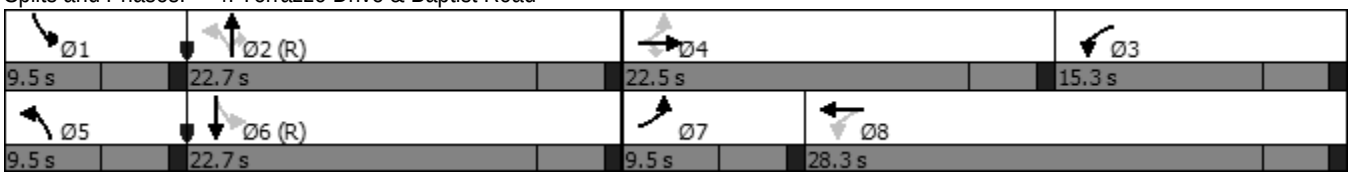
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 69.9%	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: 4: Terrazzo Drive & Baptist Road



Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	55	85	112	48	6
Future Vol, veh/h	16	55	85	112	48	6
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	-	-	-	-	-
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	17	60	92	122	52	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	362	56	59	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	306	-	-	-	-	-
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	637	1011	1545	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	596	1011	1545	-	-	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	874	-	-
HCM Lane V/C Ratio	0.06	-	0.088	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

PM Peak Hour - Year 2040

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	1093	0	0	1556	305	707	2	1457	0	0	0
Future Volume (vph)	297	1093	0	0	1556	305	707	2	1457	0	0	0
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Satd. Flow (RTOR)						332			487			
Lane Group Flow (vph)	323	1188	0	0	1691	332	384	386	1584	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Detector Phase	5	2			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0	19.0			19.0	19.0	6.0	6.0				
Minimum Split (s)	12.0	25.0			25.0	25.0	12.0	12.0				
Total Split (s)	18.0	54.0			36.0	36.0	36.0	36.0				
Total Split (%)	20.0%	60.0%			40.0%	40.0%	40.0%	40.0%				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max				
Act Effct Green (s)	11.6	48.0			30.4	30.4	30.0	30.0	90.0			
Actuated g/C Ratio	0.13	0.53			0.34	0.34	0.33	0.33	1.00			
v/c Ratio	0.73	0.63			0.78	0.44	0.69	0.69	1.00			
Control Delay	51.1	16.4			30.0	4.7	33.4	33.4	26.2			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	51.1	16.4			30.0	4.7	33.4	33.4	26.2			
LOS	D	B			C	A	C	C	C			
Approach Delay		23.8			25.9			28.6				
Approach LOS		C			C			C				
Queue Length 50th (ft)	104	168			250	0	196	197	~1			
Queue Length 95th (ft)	m133	m213			296	57	305	306	#257			
Internal Link Dist (ft)		503			499			620			651	
Turn Bay Length (ft)	390					130	345		50			
Base Capacity (vph)	457	1887			2164	754	560	562	1583			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.71	0.63			0.78	0.44	0.69	0.69	1.00			

Intersection Summary

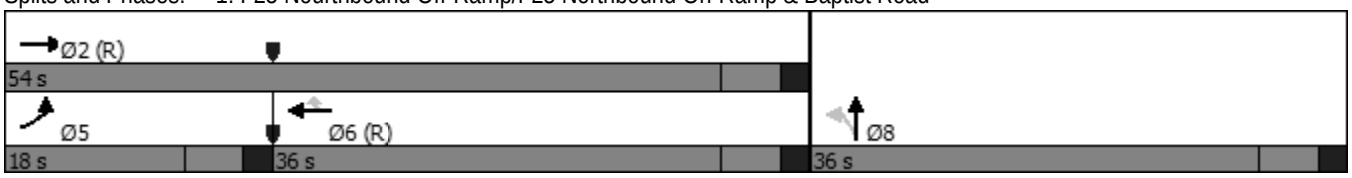
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 110.2%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road



2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

PM Peak Hour - Year 2040

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	964	767	828	1434	0	0	0	0	499	0	335
Future Volume (vph)	0	964	767	828	1434	0	0	0	0	499	0	335
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	1681	1533	0
Flt Permitted				0.950						0.950	0.992	
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	1681	1533	0
Satd. Flow (RTOR)			572								109	
Lane Group Flow (vph)	0	1048	834	900	1559	0	0	0	0	477	429	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		6.0	6.0	19.0	19.0					6.0	6.0	
Minimum Split (s)		12.0	12.0	25.0	25.0					12.0	12.0	
Total Split (s)		30.0	30.0	29.0	59.0					31.0	31.0	
Total Split (%)		33.3%	33.3%	32.2%	65.6%					34.4%	34.4%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					Max	Max	
Act Effct Green (s)		24.0	24.0	23.0	53.0					25.0	25.0	
Actuated g/C Ratio		0.27	0.27	0.26	0.59					0.28	0.28	
v/c Ratio		0.61	0.99	1.03	0.75					1.02	0.85	
Control Delay		30.8	41.3	74.6	18.4					82.0	40.6	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		30.8	41.3	74.6	18.4					82.0	40.6	
LOS		C	D	E	B					F	D	
Approach Delay		35.4			38.9						62.4	
Approach LOS		D			D						E	
Queue Length 50th (ft)		151	181	~297	277					~295	185	
Queue Length 95th (ft)		187	#460	#420	347					#504	#363	
Internal Link Dist (ft)		600			503			727			570	
Turn Bay Length (ft)			285	355						120		
Base Capacity (vph)		1708	841	877	2084					466	504	
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		0.61	0.99	1.03	0.75					1.02	0.85	

Intersection Summary

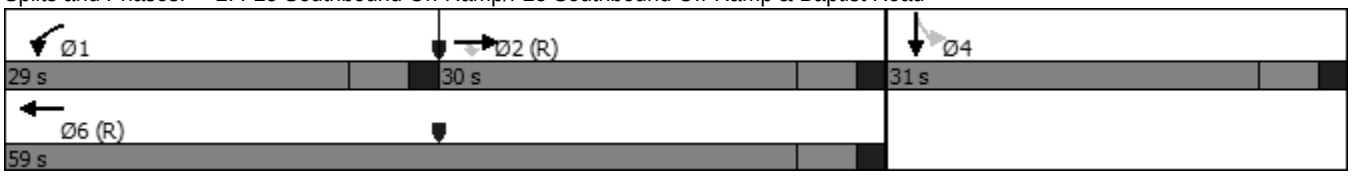
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 41.7	Intersection LOS: D
Intersection Capacity Utilization 110.2%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road



Intersection	
Intersection Delay, s/veh	40.6
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	448	1143	200	488
Demand Flow Rate, veh/h	457	1165	203	498
Vehicles Circulating, veh/h	491	220	823	748
Vehicles Exiting, veh/h	755	806	125	637
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.3	62.9	11.0	26.3
Approach LOS	B	F	B	D

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
Entry Flow, veh/h	457	1165	203	498
Cap Entry Lane, veh/h	836	1103	596	643
Entry HV Adj Factor	0.979	0.981	0.984	0.980
Flow Entry, veh/h	448	1143	200	488
Cap Entry, veh/h	819	1081	586	631
V/C Ratio	0.546	1.057	0.341	0.774
Control Delay, s/veh	12.3	62.9	11.0	26.3
LOS	B	F	B	D
95th %tile Queue, veh	3	25	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	634	120	558	957	165	173	56	813	256	40	49
Future Volume (vph)	33	634	120	558	957	165	173	56	813	256	40	49
Satd. Flow (prot)	1770	3539	1583	3433	3461	0	1770	1538	1504	3433	1708	0
Flt Permitted	0.185			0.207			0.690			0.255		
Satd. Flow (perm)	345	3539	1583	748	3461	0	1285	1538	1504	921	1708	0
Satd. Flow (RTOR)			234		30			228	234		53	
Lane Group Flow (vph)	36	689	130	607	1219	0	188	476	469	278	96	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	23.4	23.4	14.1	28.0		9.6	23.0	23.0	9.5	22.9	
Total Split (%)	13.6%	33.4%	33.4%	20.1%	40.0%		13.7%	32.9%	32.9%	13.6%	32.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	23.9	18.9	18.9	33.0	29.2		23.6	18.5	18.5	23.4	18.4	
Actuated g/C Ratio	0.34	0.27	0.27	0.47	0.42		0.34	0.26	0.26	0.33	0.26	
v/c Ratio	0.16	0.72	0.22	0.84	0.83		0.40	0.83	0.82	0.57	0.20	
Control Delay	12.5	28.3	0.9	25.3	27.0		18.0	27.2	26.4	19.3	11.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	12.5	28.3	0.9	25.3	27.0		18.0	27.2	26.4	19.3	11.9	
LOS	B	C	A	C	C		B	C	C	B	B	
Approach Delay		23.4			26.4			25.4			17.4	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	8	141	0	81	207		53	105	98	39	14	
Queue Length 95th (ft)	22	198	2	#150	#422		96	#276	#268	62	47	
Internal Link Dist (ft)		460			600			515			405	
Turn Bay Length (ft)	160		226	405			135		135	255		
Base Capacity (vph)	219	955	598	720	1461		468	574	569	487	488	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.16	0.72	0.22	0.84	0.83		0.40	0.83	0.82	0.57	0.20	

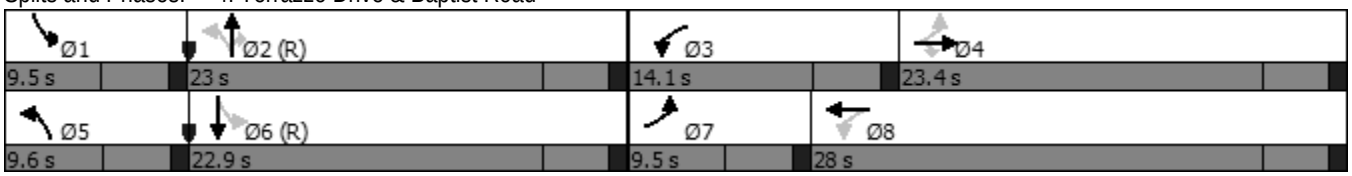
Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 77.8%	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: 4: Terrazzo Drive & Baptist Road



Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	210	158	30	164	21
Future Vol, veh/h	53	210	158	30	164	21
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	-	-	-	-	-
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	58	228	172	33	178	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	567	190	201	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	377	-	-	-	-	-
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	485	852	1371	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	423	852	1371	-	-	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	6.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1371	-	707	-	-
HCM Lane V/C Ratio	0.125	-	0.404	-	-
HCM Control Delay (s)	8	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2	-	-

1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

AM Peak Hour - Year 2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	417	0	0	1089	316	325	1	350	0	0	0
Future Volume (vph)	152	417	0	0	1089	316	325	1	350	0	0	0
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Satd. Flow (RTOR)						343			380			
Lane Group Flow (vph)	165	453	0	0	1184	343	176	178	380	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Detector Phase	5	2			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0	19.0			19.0	19.0	6.0	6.0				
Minimum Split (s)	12.0	25.0			25.0	25.0	12.0	12.0				
Total Split (s)	20.0	66.0			46.0	46.0	24.0	24.0				
Total Split (%)	22.2%	73.3%			51.1%	51.1%	26.7%	26.7%				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max				
Act Effct Green (s)	9.6	60.0			44.4	44.4	18.0	18.0	90.0			
Actuated g/C Ratio	0.11	0.67			0.49	0.49	0.20	0.20	1.00			
v/c Ratio	0.45	0.19			0.37	0.36	0.52	0.53	0.24			
Control Delay	60.3	4.1			14.9	2.8	38.6	38.7	0.4			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	60.3	4.1			14.9	2.8	38.6	38.7	0.4			
LOS	E	A			B	A	D	D	A			
Approach Delay		19.1			12.2			18.8				
Approach LOS		B			B			B				
Queue Length 50th (ft)	53	18			116	0	94	95	0			
Queue Length 95th (ft)	86	33			151	45	164	165	0			
Internal Link Dist (ft)		503			499			620			651	
Turn Bay Length (ft)	390					130	345		50			
Base Capacity (vph)	534	2359			3158	954	336	337	1583			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.31	0.19			0.37	0.36	0.52	0.53	0.24			

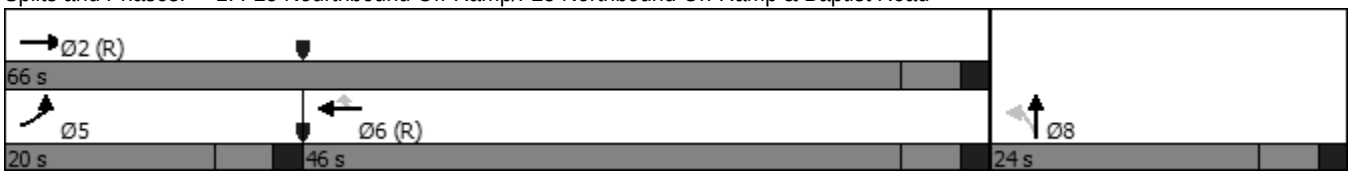
Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road



2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

AM Peak Hour - Year 2022

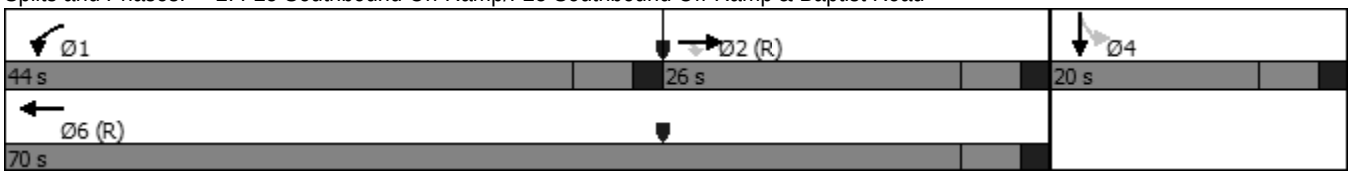
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	436	344	722	677	0	0	0	0	135	0	183
Future Volume (vph)	0	436	344	722	677	0	0	0	0	135	0	183
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	1681	1519	0
Flt Permitted				0.950						0.950	0.997	
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	1681	1519	0
Satd. Flow (RTOR)			361								199	
Lane Group Flow (vph)	0	474	374	785	736	0	0	0	0	132	214	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		6.0	6.0	19.0	19.0					6.0	6.0	
Minimum Split (s)		12.0	12.0	25.0	25.0					12.0	12.0	
Total Split (s)		26.0	26.0	44.0	70.0					20.0	20.0	
Total Split (%)		28.9%	28.9%	48.9%	77.8%					22.2%	22.2%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					Max	Max	
Act Effct Green (s)		31.1	31.1	26.9	64.0					14.0	14.0	
Actuated g/C Ratio		0.35	0.35	0.30	0.71					0.16	0.16	
v/c Ratio		0.21	0.48	0.76	0.29					0.51	0.53	
Control Delay		22.2	5.7	35.0	3.8					42.4	11.8	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		22.2	5.7	35.0	3.8					42.4	11.8	
LOS		C	A	C	A					D	B	
Approach Delay		14.9			19.9						23.5	
Approach LOS		B			B						C	
Queue Length 50th (ft)		54	5	221	49					73	7	
Queue Length 95th (ft)		84	74	284	67					134	73	
Internal Link Dist (ft)		600			503			727			570	
Turn Bay Length (ft)			285	355						120		
Base Capacity (vph)		2211	782	1449	2516					261	404	
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		0.21	0.48	0.54	0.29					0.51	0.53	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road



Intersection	
Intersection Delay, s/veh	6.3
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	334	462	33	270
Demand Flow Rate, veh/h	341	472	33	275
Vehicles Circulating, veh/h	294	63	585	186
Vehicles Exiting, veh/h	167	555	50	349
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.0	6.3	5.2	5.4
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
Entry Flow, veh/h	341	472	33	275
Cap Entry Lane, veh/h	1022	1294	760	1141
Entry HV Adj Factor	0.980	0.979	0.992	0.981
Flow Entry, veh/h	334	462	33	270
Cap Entry, veh/h	1002	1267	754	1119
V/C Ratio	0.334	0.365	0.043	0.241
Control Delay, s/veh	7.0	6.3	5.2	5.4
LOS	A	A	A	A
95th %tile Queue, veh	1	2	0	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	476	38	182	387	228	19	15	193	106	11	17
Future Volume (vph)	43	476	38	182	387	228	19	15	193	106	11	17
Satd. Flow (prot)	1770	3539	1583	1770	3341	0	1770	1863	1583	3433	1695	0
Flt Permitted	0.397			0.301			0.738			0.672		
Satd. Flow (perm)	740	3539	1583	561	3341	0	1375	1863	1583	2428	1695	0
Satd. Flow (RTOR)			234		184				234		18	
Lane Group Flow (vph)	47	517	41	198	669	0	21	16	210	115	30	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.6	22.6	14.7	27.8		9.5	23.2	23.2	9.5	23.2	
Total Split (%)	13.6%	32.3%	32.3%	21.0%	39.7%		13.6%	33.1%	33.1%	13.6%	33.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	24.0	19.0	19.0	32.8	27.1		24.6	20.6	20.6	26.4	24.4	
Actuated g/C Ratio	0.34	0.27	0.27	0.47	0.39		0.35	0.29	0.29	0.38	0.35	
v/c Ratio	0.14	0.54	0.07	0.47	0.48		0.04	0.03	0.33	0.12	0.05	
Control Delay	12.0	24.5	0.2	15.1	13.6		13.1	19.3	4.1	13.4	11.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	12.0	24.5	0.2	15.1	13.6		13.1	19.3	4.1	13.4	11.9	
LOS	B	C	A	B	B		B	B	A	B	B	
Approach Delay		21.9			14.0			5.9			13.1	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	11	101	0	48	85		5	5	0	15	3	
Queue Length 95th (ft)	27	148	0	87	134		18	19	37	29	22	
Internal Link Dist (ft)		460			600			515			405	
Turn Bay Length (ft)	160		226	405			135		135	255		
Base Capacity (vph)	327	962	600	439	1406		511	548	631	987	602	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.54	0.07	0.45	0.48		0.04	0.03	0.33	0.12	0.05	

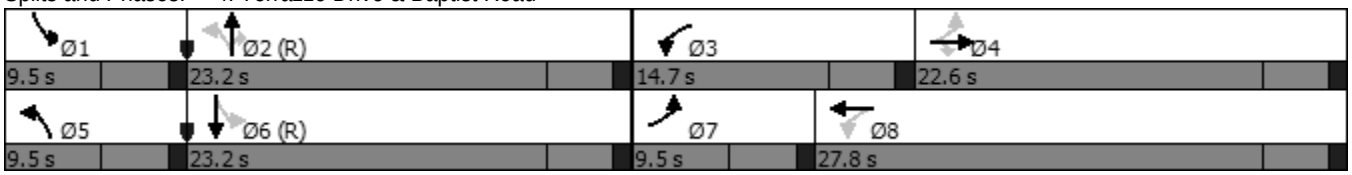
Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Terrazzo Drive & Baptist Road



Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	0	239	42	0	110
Future Vol, veh/h	4	0	239	42	0	110
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	-	-	-	-	-
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	4	0	260	46	0	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	403	283	0	0	306	0
Stage 1	283	-	-	-	-	-
Stage 2	120	-	-	-	-	-
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	603	756	-	-	1255	-
Stage 1	765	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	603	756	-	-	1255	-
Mov Cap-2 Maneuver	603	-	-	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	603	1255	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	11	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

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	16	0	55	5	0	0	85	129	25	0	50	6
Future Vol, veh/h	16	0	55	5	0	0	85	129	25	0	50	6
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	17	0	60	5	0	0	92	140	27	0	54	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	396	409	58	426	399	154	61	0	0	167	0	0
Stage 1	58	58	-	338	338	-	-	-	-	-	-	-
Stage 2	338	351	-	88	61	-	-	-	-	-	-	-
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	564	532	1008	539	539	892	1542	-	-	1411	-	-
Stage 1	954	847	-	676	641	-	-	-	-	-	-	-
Stage 2	676	632	-	920	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	536	497	1008	481	503	892	1542	-	-	1411	-	-
Mov Cap-2 Maneuver	536	497	-	481	503	-	-	-	-	-	-	-
Stage 1	891	847	-	631	599	-	-	-	-	-	-	-
Stage 2	631	590	-	865	844	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	12.6	2.7	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1542	-	-	841	481	1411	-	-
HCM Lane V/C Ratio	0.06	-	-	0.092	0.011	-	-	-
HCM Control Delay (s)	7.5	0	-	9.7	12.6	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	128	17	0	54
Future Vol, veh/h	2	0	128	17	0	54
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	139	18	0	59

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	207	148	0	0	157	0
Stage 1	148	-	-	-	-	-
Stage 2	59	-	-	-	-	-
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	781	899	-	-	1423	-
Stage 1	880	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	781	899	-	-	1423	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	781	1423	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

PM Peak Hour - Year 2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	727	0	0	1057	211	473	1	1010	0	0	0
Future Volume (vph)	174	727	0	0	1057	211	473	1	1010	0	0	0
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Satd. Flow (RTOR)						229			447			
Lane Group Flow (vph)	189	790	0	0	1149	229	257	258	1098	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Detector Phase	5	2			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0	19.0			19.0	19.0	6.0	6.0				
Minimum Split (s)	12.0	25.0			25.0	25.0	12.0	12.0				
Total Split (s)	20.0	66.0			46.0	46.0	24.0	24.0				
Total Split (%)	22.2%	73.3%			51.1%	51.1%	26.7%	26.7%				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max				
Act Effct Green (s)	10.3	60.0			43.7	43.7	18.0	18.0	90.0			
Actuated g/C Ratio	0.11	0.67			0.49	0.49	0.20	0.20	1.00			
v/c Ratio	0.48	0.33			0.37	0.26	0.76	0.77	0.69			
Control Delay	51.6	8.4			15.2	2.9	50.6	50.6	2.5			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	51.6	8.4			15.2	2.9	50.6	50.6	2.5			
LOS	D	A			B	A	D	D	A			
Approach Delay		16.7			13.1			17.9				
Approach LOS		B			B			B				
Queue Length 50th (ft)	60	74			113	0	146	147	0			
Queue Length 95th (ft)	m94	97			149	38	#269	#269	0			
Internal Link Dist (ft)		503			499			620			651	
Turn Bay Length (ft)	390					130	345		50			
Base Capacity (vph)	534	2359			3114	887	336	337	1583			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.35	0.33			0.37	0.26	0.76	0.77	0.69			

Intersection Summary

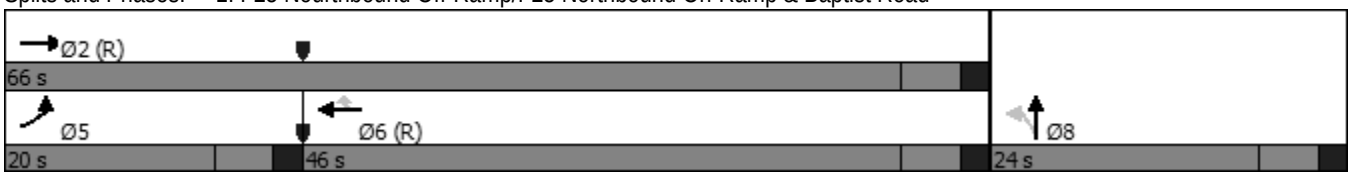
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 76.8%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

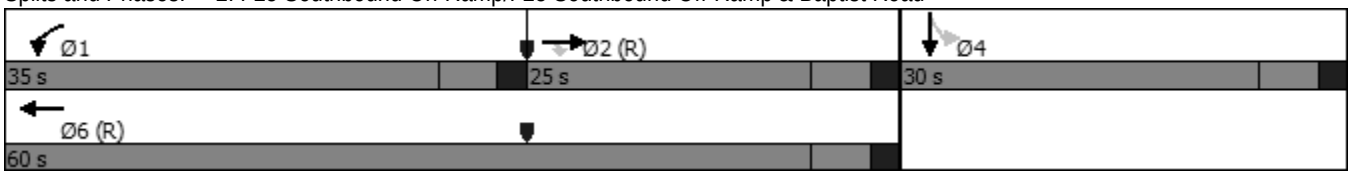


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	605	485	574	955	0	0	0	0	311	0	221
Future Volume (vph)	0	605	485	574	955	0	0	0	0	311	0	221
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	1681	1529	0
Flt Permitted				0.950						0.950	0.994	
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	1681	1529	0
Satd. Flow (RTOR)			527								111	
Lane Group Flow (vph)	0	658	527	624	1038	0	0	0	0	304	274	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		6.0	6.0	19.0	19.0					6.0	6.0	
Minimum Split (s)		12.0	12.0	25.0	25.0					12.0	12.0	
Total Split (s)		25.0	25.0	35.0	60.0					30.0	30.0	
Total Split (%)		27.8%	27.8%	38.9%	66.7%					33.3%	33.3%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					Max	Max	
Act Effct Green (s)		25.7	25.7	22.3	54.0					24.0	24.0	
Actuated g/C Ratio		0.29	0.29	0.25	0.60					0.27	0.27	
v/c Ratio		0.36	0.64	0.73	0.49					0.68	0.56	
Control Delay		27.0	6.8	39.4	8.9					38.4	21.6	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		27.0	6.8	39.4	8.9					38.4	21.6	
LOS		C	A	D	A					D	C	
Approach Delay		18.0			20.3						30.4	
Approach LOS		B			C						C	
Queue Length 50th (ft)		85	0	197	121					163	81	
Queue Length 95th (ft)		122	88	256	173					258	166	
Internal Link Dist (ft)		600			503			727			570	
Turn Bay Length (ft)			285	355						120		
Base Capacity (vph)		1826	827	1106	2123					448	489	
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		0.36	0.64	0.56	0.49					0.68	0.56	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road



Intersection	
Intersection Delay, s/veh	9.1
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	289	737	74	365
Demand Flow Rate, veh/h	295	752	76	372
Vehicles Circulating, veh/h	357	99	584	426
Vehicles Exiting, veh/h	441	561	68	425
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.1	10.3	5.9	9.1
Approach LOS	A	B	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
Entry Flow, veh/h	295	752	76	372
Cap Entry Lane, veh/h	959	1247	761	894
Entry HV Adj Factor	0.980	0.980	0.980	0.980
Flow Entry, veh/h	289	737	74	365
Cap Entry, veh/h	940	1222	745	876
V/C Ratio	0.308	0.603	0.100	0.416
Control Delay, s/veh	7.1	10.3	5.9	9.1
LOS	A	B	A	A
95th %tile Queue, veh	1	4	0	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	450	64	305	636	173	64	22	322	299	27	67
Future Volume (vph)	35	450	64	305	636	173	64	22	322	299	27	67
Satd. Flow (prot)	1770	3539	1583	1770	3426	0	1770	1863	1583	3433	1663	0
Flt Permitted	0.277			0.311			0.691			0.700		
Satd. Flow (perm)	516	3539	1583	579	3426	0	1287	1863	1583	2530	1663	0
Satd. Flow (RTOR)			234		53				318		73	
Lane Group Flow (vph)	38	489	70	332	879	0	70	24	350	325	102	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5	22.5	15.0	28.0		9.5	23.0	23.0	9.5	23.0	
Total Split (%)	13.6%	32.1%	32.1%	21.4%	40.0%		13.6%	32.9%	32.9%	13.6%	32.9%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	23.1	18.1	18.1	33.0	27.3		23.5	18.5	18.5	24.4	20.4	
Actuated g/C Ratio	0.33	0.26	0.26	0.47	0.39		0.34	0.26	0.26	0.35	0.29	
v/c Ratio	0.15	0.53	0.12	0.74	0.64		0.15	0.05	0.54	0.34	0.19	
Control Delay	12.2	24.9	0.4	24.4	19.9		14.2	19.6	7.3	15.6	9.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	12.2	24.9	0.4	24.4	19.9		14.2	19.6	7.3	15.6	9.4	
LOS	B	C	A	C	B		B	B	A	B	A	
Approach Delay		21.2			21.2			9.1			14.1	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	8	95	0	88	163		18	8	10	46	9	
Queue Length 95th (ft)	23	140	0	#170	228		42	24	72	72	43	
Internal Link Dist (ft)		460			600			515			405	
Turn Bay Length (ft)	160		226	405			135		135	255		
Base Capacity (vph)	260	916	582	451	1368		466	492	652	946	536	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	0.53	0.12	0.74	0.64		0.15	0.05	0.54	0.34	0.19	

Intersection Summary

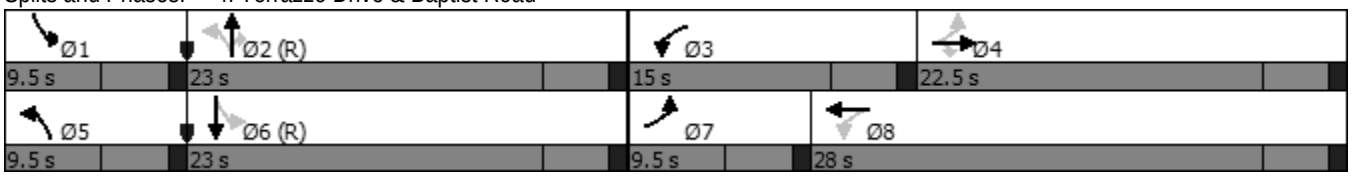
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Terrazzo Drive & Baptist Road



Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	0	193	6	0	423
Future Vol, veh/h	26	0	193	6	0	423
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	-	-	-	-	-
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	28	0	210	7	0	460

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	674	214	0	0	217	0
Stage 1	214	-	-	-	-	-
Stage 2	460	-	-	-	-	-
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	420	826	-	-	1353	-
Stage 1	822	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	420	826	-	-	1353	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	420	1353	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	-	-	14.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	53	0	210	33	0	0	158	32	3	0	180	21
Future Vol, veh/h	53	0	210	33	0	0	158	32	3	0	180	21
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	58	0	228	36	0	0	172	35	3	0	196	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	589	590	208	703	600	37	219	0	0	38	0	0
Stage 1	208	208	-	381	381	-	-	-	-	-	-	-
Stage 2	381	382	-	322	219	-	-	-	-	-	-	-
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	420	420	832	352	415	1035	1350	-	-	1572	-	-
Stage 1	794	730	-	641	613	-	-	-	-	-	-	-
Stage 2	641	613	-	690	722	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	378	365	832	230	361	1035	1350	-	-	1572	-	-
Mov Cap-2 Maneuver	378	365	-	230	361	-	-	-	-	-	-	-
Stage 1	691	730	-	558	533	-	-	-	-	-	-	-
Stage 2	558	533	-	501	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	23.5	6.6	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1350	-	-	670	230	1572	-	-
HCM Lane V/C Ratio	0.127	-	-	0.427	0.156	-	-	-
HCM Control Delay (s)	8.1	0	-	14.3	23.5	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.1	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	83	2	0	185
Future Vol, veh/h	16	0	83	2	0	185
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	-	-	-	-	-
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	17	0	90	2	0	201

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	292	91	0	0	92	0
Stage 1	91	-	-	-	-	-
Stage 2	201	-	-	-	-	-
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	699	967	-	-	1503	-
Stage 1	933	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	699	967	-	-	1503	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	833	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	699	1503	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	10.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	650	0	0	1653	456	662	2	506	0	0	0
Future Volume (vph)	260	650	0	0	1653	456	662	2	506	0	0	0
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Satd. Flow (RTOR)						496			550			
Lane Group Flow (vph)	283	707	0	0	1797	496	360	362	550	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Detector Phase	5	2			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0	19.0			19.0	19.0	6.0	6.0				
Minimum Split (s)	12.0	25.0			25.0	25.0	12.0	12.0				
Total Split (s)	17.0	55.0			38.0	38.0	35.0	35.0				
Total Split (%)	18.9%	61.1%			42.2%	42.2%	38.9%	38.9%				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max				
Act Effct Green (s)	10.6	49.0			32.4	32.4	29.0	29.0	90.0			
Actuated g/C Ratio	0.12	0.54			0.36	0.36	0.32	0.32	1.00			
v/c Ratio	0.70	0.37			0.78	0.56	0.67	0.67	0.35			
Control Delay	61.5	8.6			28.7	4.8	33.4	33.5	0.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	61.5	8.6			28.7	4.8	33.4	33.5	0.6			
LOS	E	A			C	A	C	C	A			
Approach Delay		23.7			23.5			19.2				
Approach LOS		C			C			B				
Queue Length 50th (ft)	91	56			262	0	184	185	0			
Queue Length 95th (ft)	m131	m71			308	64	287	289	0			
Internal Link Dist (ft)		503			499			620			651	
Turn Bay Length (ft)	390					130	345		50			
Base Capacity (vph)	419	1926			2304	886	541	543	1583			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.68	0.37			0.78	0.56	0.67	0.67	0.35			

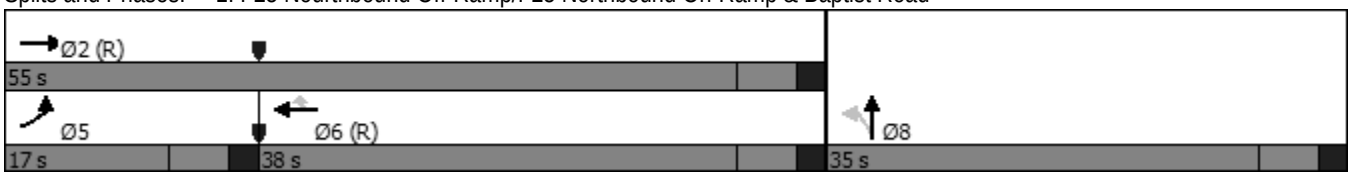
Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road



2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road

AM Peak Hour - Year 2040

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	718	568	1041	1251	0	0	0	0	195	0	340
Future Volume (vph)	0	718	568	1041	1251	0	0	0	0	195	0	340
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	1681	1514	0
Flt Permitted				0.950						0.950	0.997	
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	1681	1514	0
Satd. Flow (RTOR)			401								109	
Lane Group Flow (vph)	0	780	617	1132	1360	0	0	0	0	191	391	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		6.0	6.0	19.0	19.0					6.0	6.0	
Minimum Split (s)		12.0	12.0	25.0	25.0					12.0	12.0	
Total Split (s)		31.0	31.0	36.0	67.0					23.0	23.0	
Total Split (%)		34.4%	34.4%	40.0%	74.4%					25.6%	25.6%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					Max	Max	
Act Effct Green (s)		25.0	25.0	30.0	61.0					17.0	17.0	
Actuated g/C Ratio		0.28	0.28	0.33	0.68					0.19	0.19	
v/c Ratio		0.44	0.85	0.99	0.57					0.60	1.05	
Control Delay		27.7	23.1	57.6	10.2					42.4	86.8	
Queue Delay		0.0	0.0	0.0	0.1					0.0	0.0	
Total Delay		27.7	23.1	57.6	10.2					42.4	86.8	
LOS		C	C	E	B					D	F	
Approach Delay		25.7			31.8						72.2	
Approach LOS		C			C						E	
Queue Length 50th (ft)		105	118	364	215					105	~198	
Queue Length 95th (ft)		135	#327	#491	290					180	#386	
Internal Link Dist (ft)		600			503			727			570	
Turn Bay Length (ft)			285	355						120		
Base Capacity (vph)		1780	729	1144	2398					317	374	
Starvation Cap Reductn		0	0	0	132					0	0	
Spillback Cap Reductn		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.44	0.85	0.99	0.60					0.60	1.05	

Intersection Summary

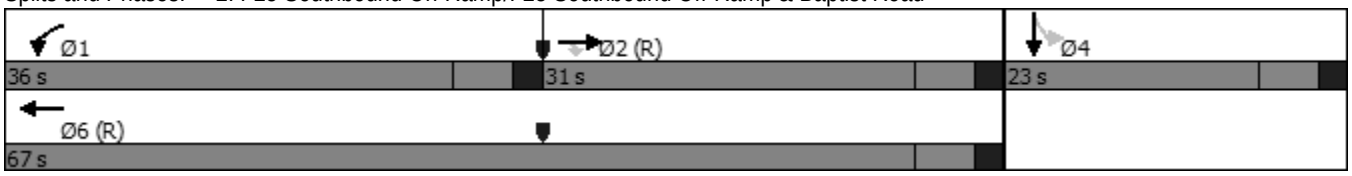
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 35.1	Intersection LOS: D
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road



Intersection	
Intersection Delay, s/veh	13.0
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	562	697	93	471
Demand Flow Rate, veh/h	573	712	95	480
Vehicles Circulating, veh/h	548	119	926	360
Vehicles Exiting, veh/h	292	902	195	471
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	19.6	10.0	9.2	10.2
Approach LOS	C	B	A	B

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
Entry Flow, veh/h	573	712	95	480
Cap Entry Lane, veh/h	789	1222	537	956
Entry HV Adj Factor	0.980	0.979	0.982	0.981
Flow Entry, veh/h	562	697	93	471
Cap Entry, veh/h	773	1197	527	937
V/C Ratio	0.726	0.583	0.177	0.502
Control Delay, s/veh	19.6	10.0	9.2	10.2
LOS	C	B	A	B
95th %tile Queue, veh	6	4	1	3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	691	161	722	551	228	72	32	467	122	51	18
Future Volume (vph)	43	691	161	722	551	228	72	32	467	122	51	18
Satd. Flow (prot)	1770	3539	1583	3433	3383	0	1770	1538	1504	3433	1788	0
Flt Permitted	0.276			0.297			0.708			0.398		
Satd. Flow (perm)	514	3539	1583	1073	3383	0	1319	1538	1504	1438	1788	0
Satd. Flow (RTOR)			175		98			239	269		20	
Lane Group Flow (vph)	47	751	175	785	847	0	78	274	269	133	75	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5	22.5	15.3	28.3		9.5	22.7	22.7	9.5	22.7	
Total Split (%)	13.6%	32.1%	32.1%	21.9%	40.4%		13.6%	32.4%	32.4%	13.6%	32.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	17.5	17.5	17.5	27.6	27.6		24.1	20.1	20.1	24.1	20.1	
Actuated g/C Ratio	0.25	0.25	0.25	0.39	0.39		0.34	0.29	0.29	0.34	0.29	
v/c Ratio	0.22	0.85	0.33	0.98	0.61		0.16	0.45	0.43	0.21	0.14	
Control Delay	22.5	35.9	5.8	55.2	18.0		14.5	7.4	5.6	14.3	16.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	22.5	35.9	5.8	55.2	18.0		14.5	7.4	5.6	14.3	16.6	
LOS	C	D	A	E	B		B	A	A	B	B	
Approach Delay		29.8			35.9			7.5			15.2	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	15	160	0	~162	144		21	11	0	18	18	
Queue Length 95th (ft)	39	#247	43	#302	206		46	70	54	34	48	
Internal Link Dist (ft)		460			600			515			405	
Turn Bay Length (ft)	160		226	405			135		135	255		
Base Capacity (vph)	217	910	537	804	1392		486	611	623	637	527	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.22	0.83	0.33	0.98	0.61		0.16	0.45	0.43	0.21	0.14	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

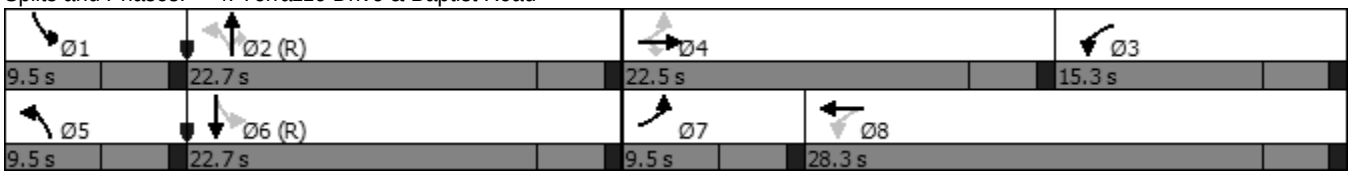
Maximum v/c Ratio: 0.98

Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Terrazzo Drive & Baptist Road



Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	0	239	42	0	110
Future Vol, veh/h	4	0	239	42	0	110
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	-	-	-	-	-
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	4	0	260	46	0	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	403	283	0	0	306	0
Stage 1	283	-	-	-	-	-
Stage 2	120	-	-	-	-	-
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	603	756	-	-	1255	-
Stage 1	765	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	603	756	-	-	1255	-
Mov Cap-2 Maneuver	603	-	-	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	603	1255	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	11	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

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	16	0	55	5	0	0	85	129	25	0	50	6
Future Vol, veh/h	16	0	55	5	0	0	85	129	25	0	50	6
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	17	0	60	5	0	0	92	140	27	0	54	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	396	409	58	426	399	154	61	0	0	167	0	0
Stage 1	58	58	-	338	338	-	-	-	-	-	-	-
Stage 2	338	351	-	88	61	-	-	-	-	-	-	-
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	564	532	1008	539	539	892	1542	-	-	1411	-	-
Stage 1	954	847	-	676	641	-	-	-	-	-	-	-
Stage 2	676	632	-	920	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	536	497	1008	481	503	892	1542	-	-	1411	-	-
Mov Cap-2 Maneuver	536	497	-	481	503	-	-	-	-	-	-	-
Stage 1	891	847	-	631	599	-	-	-	-	-	-	-
Stage 2	631	590	-	865	844	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	12.6	2.7	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1542	-	-	841	481	1411	-	-
HCM Lane V/C Ratio	0.06	-	-	0.092	0.011	-	-	-
HCM Control Delay (s)	7.5	0	-	9.7	12.6	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	128	17	0	54
Future Vol, veh/h	2	0	128	17	0	54
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	139	18	0	59

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	207	148	0	0	157	0
Stage 1	148	-	-	-	-	-
Stage 2	59	-	-	-	-	-
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	781	899	-	-	1423	-
Stage 1	880	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	781	899	-	-	1423	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	781	1423	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road

PM Peak Hour - Year 2040

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	309	1108	0	0	1558	305	711	2	1457	0	0	0
Future Volume (vph)	309	1108	0	0	1558	305	711	2	1457	0	0	0
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	3433	3539	0	0	6408	1583	1681	1686	1583	0	0	0
Satd. Flow (RTOR)						332			473			
Lane Group Flow (vph)	336	1204	0	0	1693	332	386	389	1584	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Detector Phase	5	2			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0	19.0			19.0	19.0	6.0	6.0				
Minimum Split (s)	12.0	25.0			25.0	25.0	12.0	12.0				
Total Split (s)	18.0	55.0			37.0	37.0	35.0	35.0				
Total Split (%)	20.0%	61.1%			41.1%	41.1%	38.9%	38.9%				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max				
Act Effct Green (s)	11.7	49.0			31.3	31.3	29.0	29.0	90.0			
Actuated g/C Ratio	0.13	0.54			0.35	0.35	0.32	0.32	1.00			
v/c Ratio	0.76	0.63			0.76	0.43	0.71	0.72	1.00			
Control Delay	52.1	15.5			28.8	4.5	35.5	35.6	26.2			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	52.1	15.5			28.8	4.5	35.5	35.6	26.2			
LOS	D	B			C	A	D	D	C			
Approach Delay		23.5			24.8			29.3				
Approach LOS		C			C			C				
Queue Length 50th (ft)	108	161			246	0	201	203	~1			
Queue Length 95th (ft)	m138	m206			291	56	312	314	#257			
Internal Link Dist (ft)		503			499			620			651	
Turn Bay Length (ft)	390					130	345		50			
Base Capacity (vph)	457	1926			2230	767	541	543	1583			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.74	0.63			0.76	0.43	0.71	0.72	1.00			

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

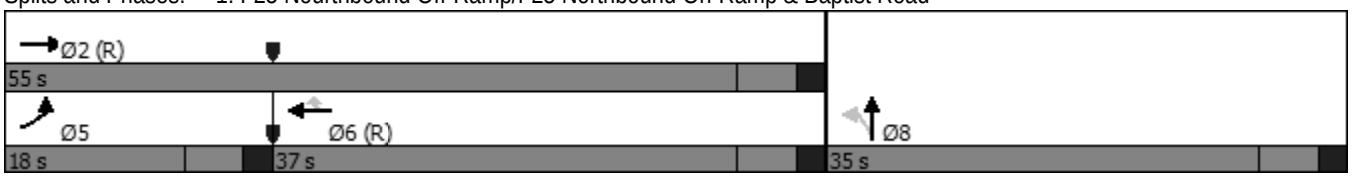
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 111.9%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: I-25 Nourthbound Off-Ramp/I-25 Northbound On-Ramp & Baptist Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	991	793	828	1440	0	0	0	0	499	0	337
Future Volume (vph)	0	991	793	828	1440	0	0	0	0	499	0	337
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	1681	1534	0
Flt Permitted				0.950						0.950	0.993	
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	1681	1534	0
Satd. Flow (RTOR)			572								109	
Lane Group Flow (vph)	0	1077	862	900	1565	0	0	0	0	477	431	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		6.0	6.0	19.0	19.0					6.0	6.0	
Minimum Split (s)		12.0	12.0	25.0	25.0					12.0	12.0	
Total Split (s)		30.0	30.0	29.0	59.0					31.0	31.0	
Total Split (%)		33.3%	33.3%	32.2%	65.6%					34.4%	34.4%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					Max	Max	
Act Effct Green (s)		24.0	24.0	23.0	53.0					25.0	25.0	
Actuated g/C Ratio		0.27	0.27	0.26	0.59					0.28	0.28	
v/c Ratio		0.63	1.02	1.03	0.75					1.02	0.86	
Control Delay		31.1	50.6	74.4	18.2					82.0	41.0	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		31.1	50.6	74.4	18.2					82.0	41.0	
LOS		C	D	E	B					F	D	
Approach Delay		39.7			38.7						62.5	
Approach LOS		D			D						E	
Queue Length 50th (ft)		156	~266	~297	280					~295	186	
Queue Length 95th (ft)		193	#496	#421	350					#504	#365	
Internal Link Dist (ft)		600			503			727			570	
Turn Bay Length (ft)			285	355						120		
Base Capacity (vph)		1708	841	877	2084					466	504	
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		0.63	1.02	1.03	0.75					1.02	0.86	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

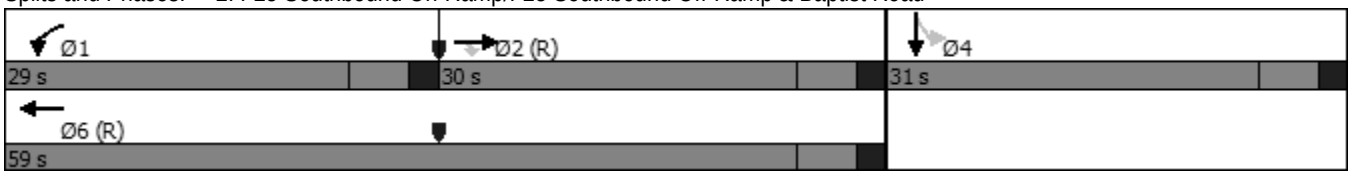
Maximum v/c Ratio: 1.03

Intersection Signal Delay: 43.2	Intersection LOS: D
Intersection Capacity Utilization 111.9%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: I-25 Southbound On-Ramp/I-25 Southbound Off-Ramp & Baptist Road



Intersection	
Intersection Delay, s/veh	44.2
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	449	1163	200	490
Demand Flow Rate, veh/h	459	1187	203	500
Vehicles Circulating, veh/h	497	220	827	757
Vehicles Exiting, veh/h	760	810	129	650
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.5	69.3	11.0	27.4
Approach LOS	B	F	B	D

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
Entry Flow, veh/h	459	1187	203	500
Cap Entry Lane, veh/h	831	1103	594	638
Entry HV Adj Factor	0.979	0.980	0.984	0.980
Flow Entry, veh/h	449	1163	200	490
Cap Entry, veh/h	814	1081	584	625
V/C Ratio	0.552	1.077	0.342	0.784
Control Delay, s/veh	12.5	69.3	11.0	27.4
LOS	B	F	B	D
95th %tile Queue, veh	3	27	2	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	634	120	558	957	173	173	56	813	309	43	68
Future Volume (vph)	36	634	120	558	957	173	173	56	813	309	43	68
Satd. Flow (prot)	1770	3539	1583	3433	3458	0	1770	1538	1504	3433	1691	0
Flt Permitted	0.190			0.201			0.679			0.241		
Satd. Flow (perm)	354	3539	1583	726	3458	0	1265	1538	1504	871	1691	0
Satd. Flow (RTOR)			164		32			218	218		74	
Lane Group Flow (vph)	39	689	130	607	1228	0	188	476	469	336	121	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	23.7	23.7	13.8	28.0		9.6	22.9	22.9	9.6	22.9	
Total Split (%)	13.6%	33.9%	33.9%	19.7%	40.0%		13.7%	32.7%	32.7%	13.7%	32.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	24.2	19.2	19.2	32.9	27.3		23.5	18.4	18.4	23.5	18.4	
Actuated g/C Ratio	0.35	0.27	0.27	0.47	0.39		0.34	0.26	0.26	0.34	0.26	
v/c Ratio	0.17	0.71	0.24	0.87	0.90		0.41	0.84	0.84	0.70	0.24	
Control Delay	12.6	27.7	3.4	27.8	32.7		18.1	29.2	29.2	24.2	10.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	12.6	27.7	3.4	27.8	32.7		18.1	29.2	29.2	24.2	10.9	
LOS	B	C	A	C	C		B	C	C	C	B	
Approach Delay		23.3			31.1			27.4			20.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	9	140	0	81	~302		53	110	108	47	15	
Queue Length 95th (ft)	23	197	25	#157	#426		96	#285	#282	#79	53	
Internal Link Dist (ft)		460			600			515			405	
Turn Bay Length (ft)	160		226	405			135		135	255		
Base Capacity (vph)	223	970	553	700	1368		461	564	556	479	499	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.17	0.71	0.24	0.87	0.90		0.41	0.84	0.84	0.70	0.24	

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

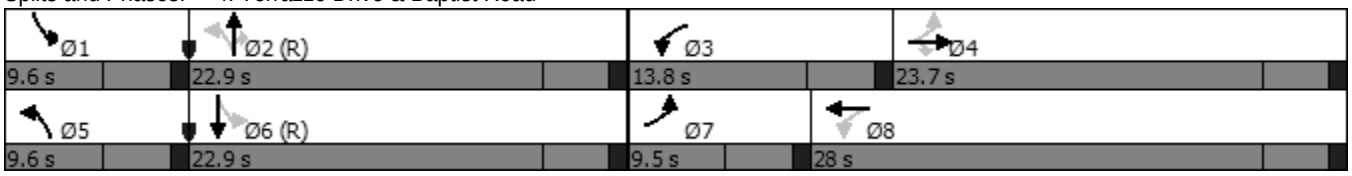
Maximum v/c Ratio: 0.90

Intersection Signal Delay: 27.4	Intersection LOS: C
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Terrazzo Drive & Baptist Road



Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	0	193	6	0	423
Future Vol, veh/h	26	0	193	6	0	423
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	-	-	-	-	-
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	28	0	210	7	0	460

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	674	214	0	0	217	0
Stage 1	214	-	-	-	-	-
Stage 2	460	-	-	-	-	-
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	420	826	-	-	1353	-
Stage 1	822	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	420	826	-	-	1353	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	420	1353	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	-	-	14.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	53	0	210	33	0	0	158	32	3	0	180	21
Future Vol, veh/h	53	0	210	33	0	0	158	32	3	0	180	21
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	58	0	228	36	0	0	172	35	3	0	196	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	589	590	208	703	600	37	219	0	0	38	0	0
Stage 1	208	208	-	381	381	-	-	-	-	-	-	-
Stage 2	381	382	-	322	219	-	-	-	-	-	-	-
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	420	420	832	352	415	1035	1350	-	-	1572	-	-
Stage 1	794	730	-	641	613	-	-	-	-	-	-	-
Stage 2	641	613	-	690	722	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	378	365	832	230	361	1035	1350	-	-	1572	-	-
Mov Cap-2 Maneuver	378	365	-	230	361	-	-	-	-	-	-	-
Stage 1	691	730	-	558	533	-	-	-	-	-	-	-
Stage 2	558	533	-	501	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	23.5	6.6	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1350	-	-	670	230	1572	-	-
HCM Lane V/C Ratio	0.127	-	-	0.427	0.156	-	-	-
HCM Control Delay (s)	8.1	0	-	14.3	23.5	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.1	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	83	2	0	185
Future Vol, veh/h	16	0	83	2	0	185
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	-	-	-	-	-
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	17	0	90	2	0	201

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	292	91	0	0	92	0
Stage 1	91	-	-	-	-	-
Stage 2	201	-	-	-	-	-
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	699	967	-	-	1503	-
Stage 1	933	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	699	967	-	-	1503	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	833	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	699	1503	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	10.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-