Appendices

Appendix A
Traffic Counts

Type of peak hour being reported: System Peak

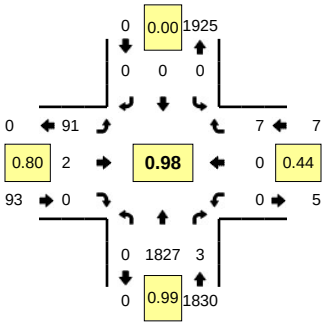
Method for determining peak hour: Total Entering Volume

LOCATION: NB Memorial Dr -- Walnut St

QC JOB #: 10446901

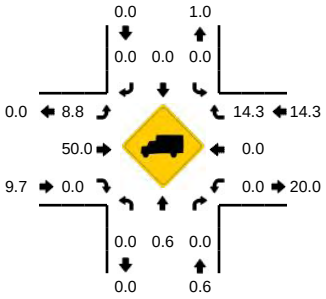
CITY/STATE: St Louis, MO

DATE: 8/20/2009

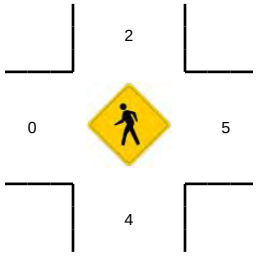


Peak-Hour: 7:30 AM -- 8:30 AM

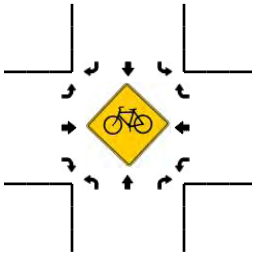
Peak 15-Min: 7:45 AM -- 8:00 AM

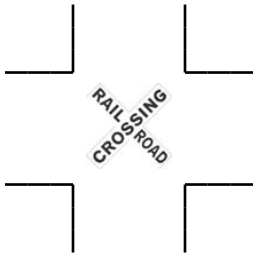


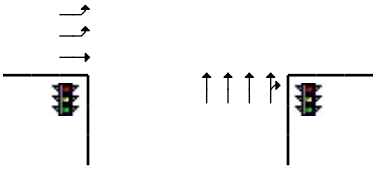


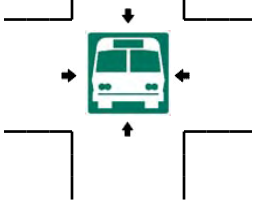












R* = RTOR

15-Min Count Period Beginning At	NB Memorial Dr (Northbound)					NB Memorial Dr (Southbound)					Walnut St (Eastbound)					Walnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	234	2	0	0	0	0	0	0	0	16	1	0	0	0	0	0	1	0	0	254	
6:45 AM	0	277	2	0	0	0	0	0	0	0	14	2	0	0	0	0	0	1	0	0	296	
7:00 AM	0	305	6	0	0	0	0	0	0	0	14	1	1	0	0	0	0	0	0	0	327	
7:15 AM	0	356	2	0	0	0	0	0	0	0	25	0	0	0	0	0	0	14	0	0	397	1274
7:30 AM	0	436	2	0	0	0	0	0	0	0	25	0	0	0	0	0	0	3	0	0	466	1486
7:45 AM	0	460	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	4	0	0	493	1683
8:00 AM	0	472	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	489	1845
8:15 AM	0	459	1	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	482	1930

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1840	0	0	0	0	0	0	0	0	108	8	0	0	0	0	0	16	0	0	1972
Heavy Trucks	0	12	0			0	0	0			4	4	0			0	0	4			24
Pedestrians		4					0					0					8				12
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

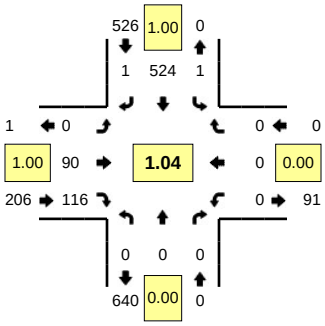
Method for determining peak hour: Total Entering Volume

LOCATION: SB Memorial Dr -- Walnut St

QC JOB #: 10446903

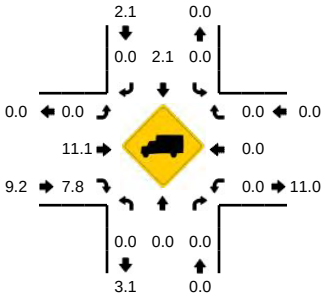
CITY/STATE: St Louis, MO

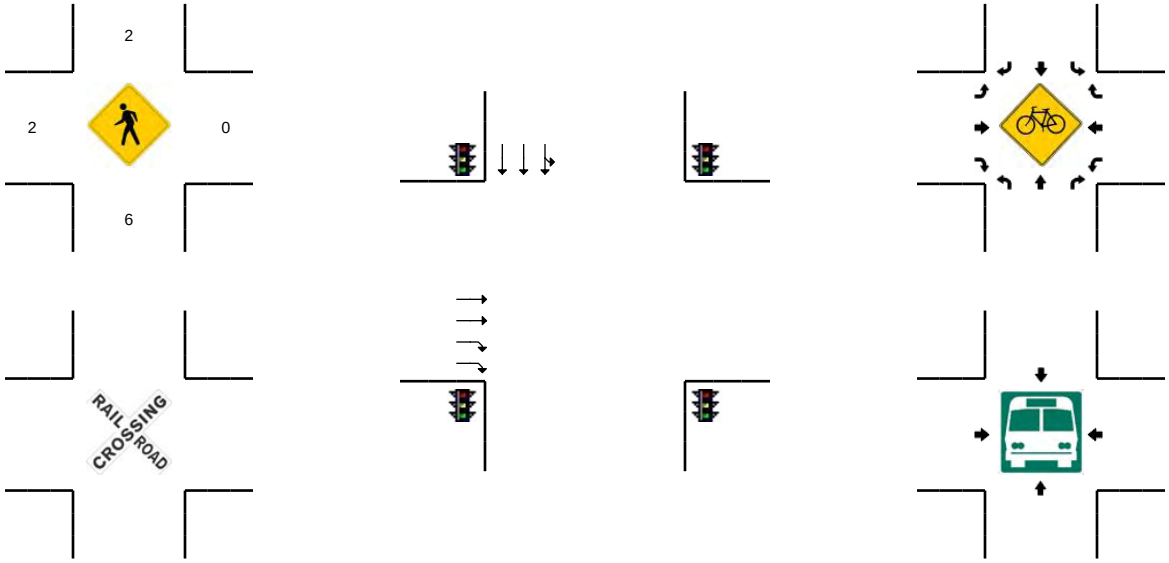
DATE: 8/20/2009



Peak-Hour: 7:30 AM -- 8:30 AM

Peak 15-Min: 7:45 AM -- 8:00 AM





R* = RTOR

15-Min Count Period Beginning At	SB Memorial Dr (Northbound)					SB Memorial Dr (Southbound)					Walnut St (Eastbound)					Walnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	0	0	0	0	2	99	0	0	0	0	15	19	0	0	0	0	0	0	0	135	
6:45 AM	0	0	0	0	0	1	106	0	0	0	0	15	18	0	0	0	0	0	0	0	140	
7:00 AM	0	0	0	0	0	3	136	0	0	0	0	13	30	0	0	0	0	0	0	0	182	
7:15 AM	0	0	0	0	0	2	141	0	0	0	0	32	33	0	0	0	0	0	0	0	208	665
7:30 AM	0	0	0	0	0	0	128	0	0	0	0	24	31	0	0	0	0	0	0	0	183	713
7:45 AM	0	0	0	0	0	1	127	0	0	0	0	28	20	0	0	0	0	0	0	0	176	749
8:00 AM	0	0	0	0	0	0	134	0	0	0	0	17	34	0	0	0	0	0	0	0	185	752
8:15 AM	0	0	0	0	0	0	135	1	0	0	0	21	31	0	0	0	0	0	0	0	188	732

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	4	508	0	0	0	0	112	80	0	0	0	0	0	0	0	704
Heavy Trucks	0	0	0			0	20	0			0	8	8			0	0	0			36
Pedestrians		8					0					4					0				12
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

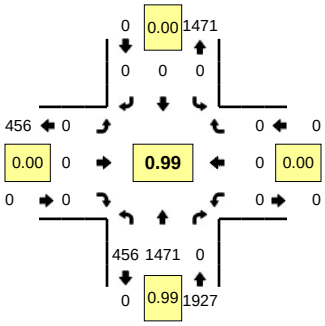
Method for determining peak hour: Total Entering Volume

LOCATION: NB Memorial Dr -- Market St

QC JOB #: 10446905

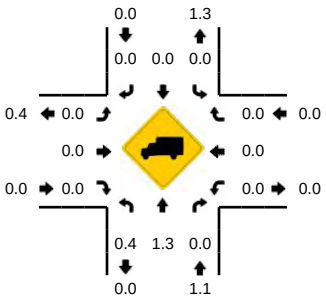
CITY/STATE: St Louis, MO

DATE: 8/20/2009

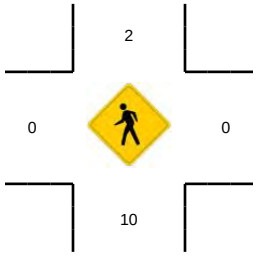


Peak-Hour: 7:30 AM -- 8:30 AM

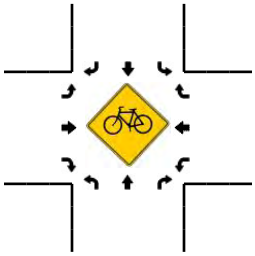
Peak 15-Min: 7:45 AM -- 8:00 AM

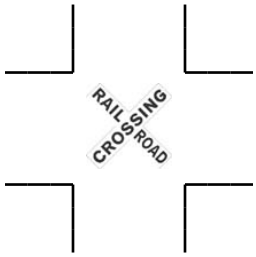


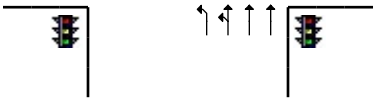


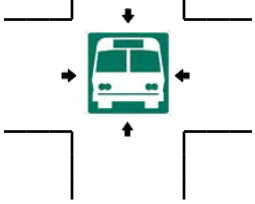












R* = RTOR

15-Min Count Period Beginning At	NB Memorial Dr (Northbound)					NB Memorial Dr (Southbound)					Market St (Eastbound)					Market St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	87	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	
6:45 AM	94	172	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	266	
7:00 AM	108	217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	325	
7:15 AM	111	287	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	398	1214
7:30 AM	114	346	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	460	1449
7:45 AM	113	376	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	489	1672
8:00 AM	117	382	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	499	1846
8:15 AM	112	367	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	479	1927

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	452	1504	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1956
Heavy Trucks	4	16	0			0	0	0			0	0	0			0	0	0			20
Pedestrians		12					8					0					0				20
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

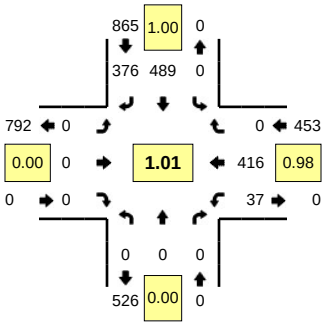
Method for determining peak hour: Total Entering Volume

LOCATION: SB Memorial Dr -- Market St

QC JOB #: 10446907

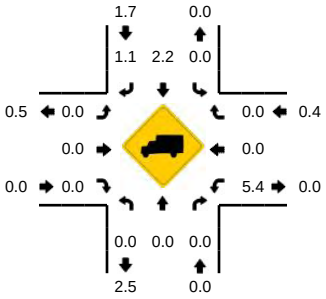
CITY/STATE: St Louis, MO

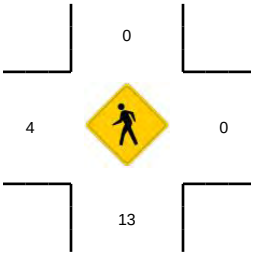
DATE: 8/20/2009

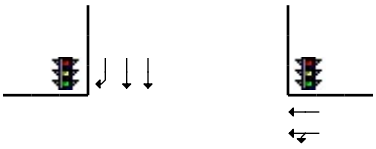


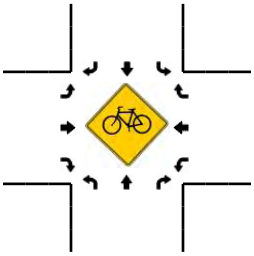
Peak-Hour: 7:30 AM -- 8:30 AM

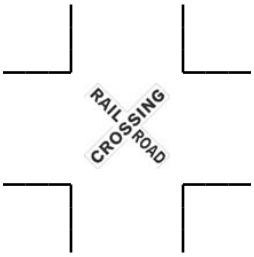
Peak 15-Min: 7:45 AM -- 8:00 AM



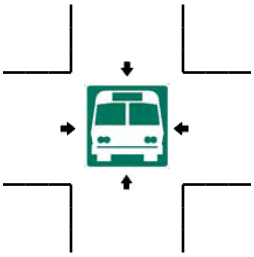












R* = RTOR

15-Min Count Period Beginning At	SB Memorial Dr (Northbound)					SB Memorial Dr (Southbound)					Market St (Eastbound)					Market St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	0	0	0	0	0	93	51	0	0	0	0	0	0	0	9	76	0	0	0	229	
6:45 AM	0	0	0	0	0	0	97	79	0	0	0	0	0	0	0	11	95	0	0	0	282	
7:00 AM	0	0	0	0	0	0	131	95	0	0	0	0	0	0	0	10	101	0	0	0	337	
7:15 AM	0	0	0	0	0	0	126	74	0	0	0	0	0	0	0	15	94	0	0	0	309	1157
7:30 AM	0	0	0	0	0	0	118	99	0	0	0	0	0	0	0	9	101	0	0	0	327	1255
7:45 AM	0	0	0	0	0	0	117	95	0	0	0	0	0	0	0	10	105	0	0	0	327	1300
8:00 AM	0	0	0	0	0	0	125	112	0	0	0	0	0	0	0	12	103	0	0	0	352	1315
8:15 AM	0	0	0	0	0	0	129	70	0	0	0	0	0	0	0	6	107	0	0	0	312	1318

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	0	468	380	0	0	0	0	0	0	0	40	420	0	0	0	1308
Heavy Trucks	0	0	0			0	20	0			0	0	0			4	0	0			24
Pedestrians		24					0					0					0				24
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

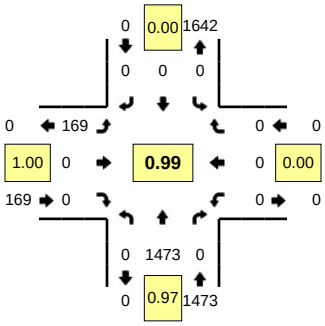
Method for determining peak hour: Total Entering Volume

LOCATION: NB Memorial Dr -- Chestnut St

QC JOB #: 10446909

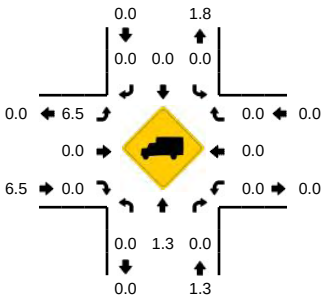
CITY/STATE: St Louis, MO

DATE: 8/20/2009

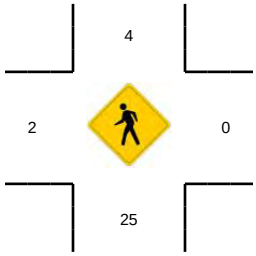


Peak-Hour: 7:30 AM -- 8:30 AM

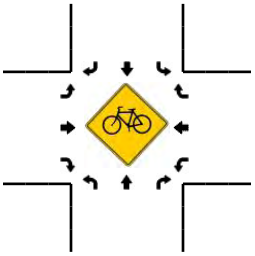
Peak 15-Min: 7:45 AM -- 8:00 AM

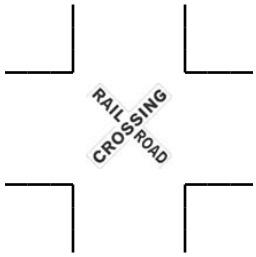


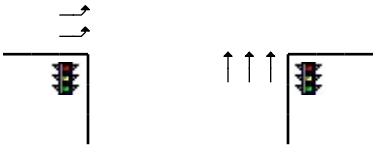


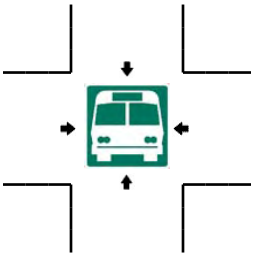












R* = RTOR

15-Min Count Period Beginning At	NB Memorial Dr (Northbound)					NB Memorial Dr (Southbound)					Chestnut St (Eastbound)					Chestnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	138	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	173	
6:45 AM	0	171	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	204	
7:00 AM	0	217	0	0	0	0	0	0	0	0	59	0	0	0	0	0	0	0	0	0	276	
7:15 AM	0	282	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0	337	990
7:30 AM	0	346	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	397	1214
7:45 AM	0	378	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	414	1424
8:00 AM	0	377	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	422	1570
8:15 AM	0	372	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	409	1642

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1512	0	0	0	0	0	0	0	0	144	0	0	0	0	0	0	0	0	0	1656
Heavy Trucks	0	12	0			0	0	0			4	0	0			0	0	0			16
Pedestrians		20					0					8					0				28
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

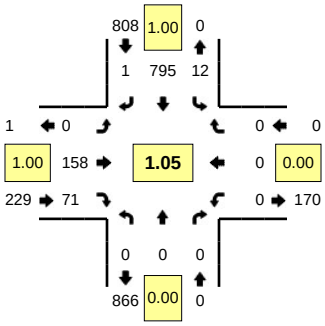
Method for determining peak hour: Total Entering Volume

LOCATION: SB Memorial Dr -- Chestnut St

QC JOB #: 10446911

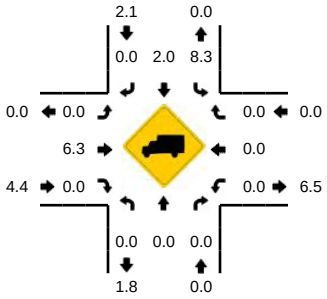
CITY/STATE: St Louis, MO

DATE: 8/20/2009

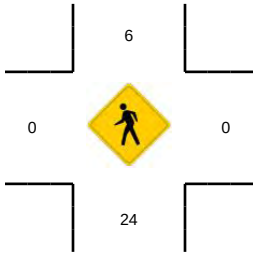


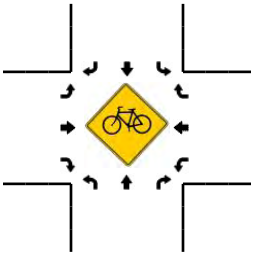
Peak-Hour: 7:30 AM -- 8:30 AM

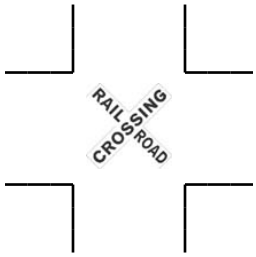
Peak 15-Min: 7:45 AM -- 8:00 AM



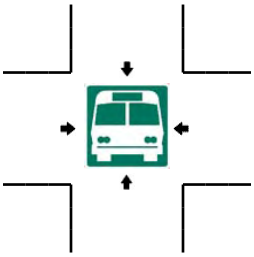












R* = RTOR

15-Min Count Period Beginning At	SB Memorial Dr (Northbound)					SB Memorial Dr (Southbound)					Chestnut St (Eastbound)					Chestnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	0	0	0	0	2	134	0	0	0	0	34	11	0	0	0	0	0	0	0	181	
6:45 AM	0	0	0	0	0	2	160	0	0	0	0	30	13	0	0	0	0	0	0	0	205	
7:00 AM	0	0	0	0	0	2	207	0	0	0	0	57	22	0	0	0	0	0	0	0	288	
7:15 AM	0	0	0	0	0	5	171	0	0	0	0	51	28	0	0	0	0	0	0	0	255	929
7:30 AM	0	0	0	0	0	4	200	1	0	0	0	47	18	0	0	0	0	0	0	0	270	1018
7:45 AM	0	0	0	0	0	3	194	0	0	0	0	33	17	0	0	0	0	0	0	0	247	1060
8:00 AM	0	0	0	0	0	2	219	0	0	0	0	44	21	0	0	0	0	0	0	0	286	1058
8:15 AM	0	0	0	0	0	3	182	0	0	0	0	34	15	0	0	0	0	0	0	0	234	1037

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	12	776	0	0	0	0	132	68	0	0	0	0	0	0	0	988
Heavy Trucks	0	0	0			0	24	0			0	4	0			0	0	0			28
Pedestrians		16					8					0					0				24
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

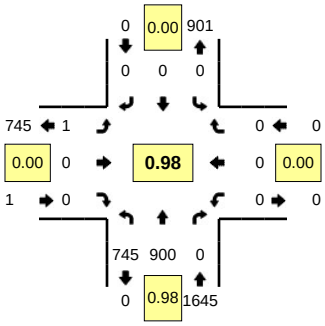
Method for determining peak hour: Total Entering Volume

LOCATION: NB Memorial Dr -- Pine St

QC JOB #: 10446913

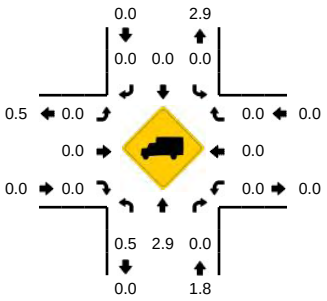
CITY/STATE: St Louis, MO

DATE: 8/20/2009

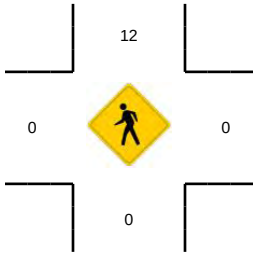


Peak-Hour: 7:30 AM -- 8:30 AM

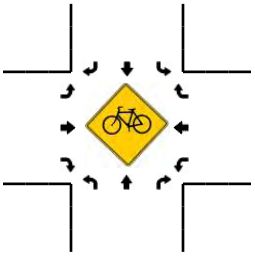
Peak 15-Min: 7:45 AM -- 8:00 AM

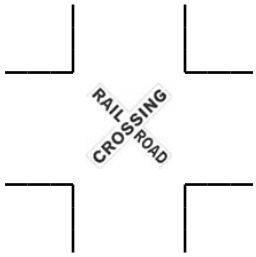


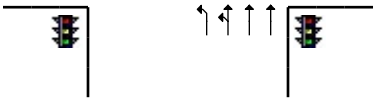


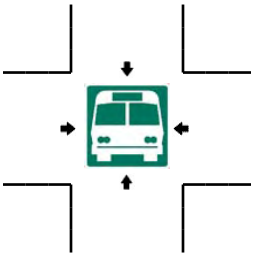












R* = RTOR

15-Min Count Period Beginning At	NB Memorial Dr (Northbound)					NB Memorial Dr (Southbound)					Pine St (Eastbound)					Pine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	46	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	
6:45 AM	71	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	203	
7:00 AM	79	196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	
7:15 AM	129	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	344	995
7:30 AM	166	229	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	396	1218
7:45 AM	191	227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	418	1433
8:00 AM	193	224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	417	1575
8:15 AM	195	220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	415	1646

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	764	908	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1672
Heavy Trucks	8	8	0			0	0	0			0	0	0			0	0	0			16
Pedestrians		0					4					0					0				4
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

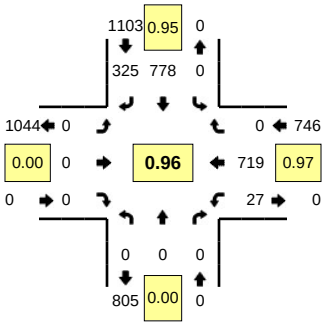
Method for determining peak hour: Total Entering Volume

LOCATION: SB Memorial Dr -- Pine St

QC JOB #: 10446915

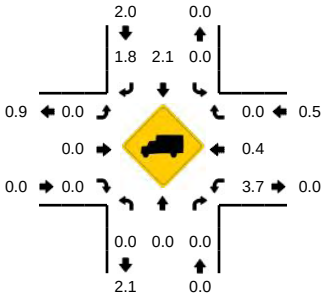
CITY/STATE: St Louis, MO

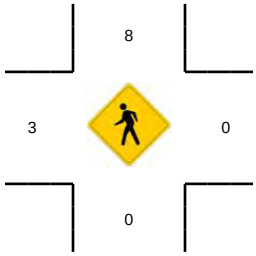
DATE: 8/20/2009

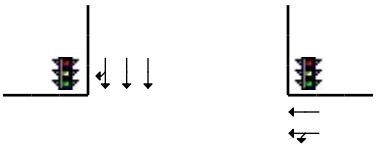


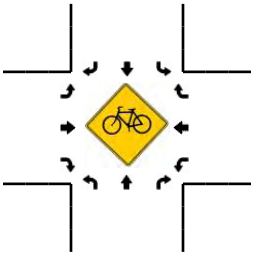
Peak-Hour: 7:30 AM -- 8:30 AM

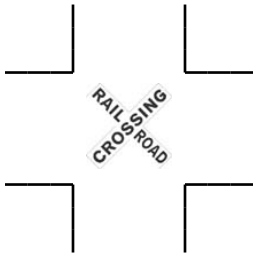
Peak 15-Min: 7:45 AM -- 8:00 AM



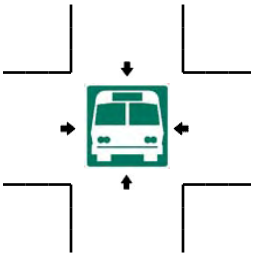












R* = RTOR

15-Min Count Period Beginning At	SB Memorial Dr (Northbound)					SB Memorial Dr (Southbound)					Pine St (Eastbound)					Pine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	0	0	0	0	0	131	47	0	0	0	0	0	0	0	0	45	0	0	0	223	
6:45 AM	0	0	0	0	0	0	168	40	0	0	0	0	0	0	0	1	72	0	0	0	281	
7:00 AM	0	0	0	0	0	0	202	58	0	0	0	0	0	0	0	0	76	0	0	0	336	
7:15 AM	0	0	0	0	0	0	176	59	0	0	0	0	0	0	0	3	125	0	0	0	363	1203
7:30 AM	0	0	0	0	0	0	191	73	0	0	0	0	0	0	0	7	157	0	0	0	428	1408
7:45 AM	0	0	0	0	0	0	198	93	0	0	0	0	0	0	0	6	186	0	0	0	483	1610
8:00 AM	0	0	0	0	0	0	208	78	0	0	0	0	0	0	0	7	182	0	0	0	475	1749
8:15 AM	0	0	0	0	0	0	181	81	0	0	0	0	0	0	0	7	194	0	0	0	463	1849

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	0	792	372	0	0	0	0	0	0	0	24	744	0	0	0	1932
Heavy Trucks	0	0	0			0	20	8			0	0	0			4	4	0			36
Pedestrians		0					4					0					0				4
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

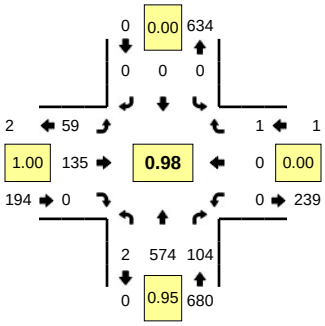
Method for determining peak hour: Total Entering Volume

LOCATION: 4th St -- Walnut St

QC JOB #: 10446917

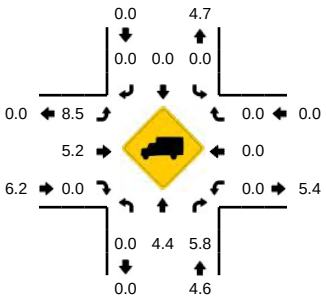
CITY/STATE: St Louis, MO

DATE: 8/20/2009

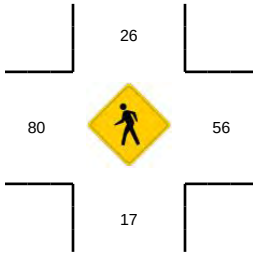


Peak-Hour: 7:30 AM -- 8:30 AM

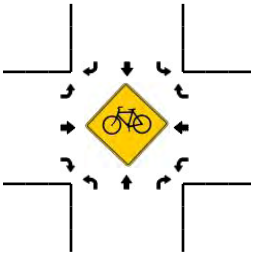
Peak 15-Min: 7:45 AM -- 8:00 AM

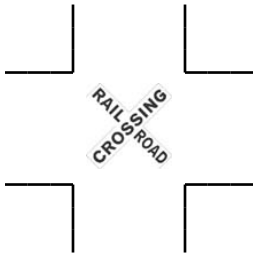


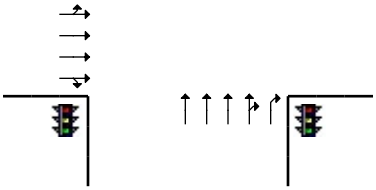


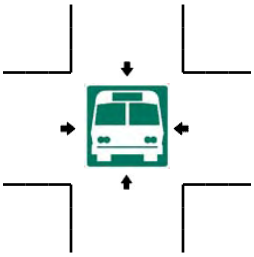












R* = RTOR

15-Min Count Period Beginning At	4th St (Northbound)					4th St (Southbound)					Walnut St (Eastbound)					Walnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	32	13	0	0	0	0	0	0	0	4	27	0	0	0	0	0	0	0	0	76	
6:45 AM	0	61	15	0	0	0	0	0	0	0	4	15	0	0	0	0	0	2	0	0	97	
7:00 AM	0	65	17	0	0	0	0	0	0	0	8	35	0	0	0	0	0	0	0	0	125	
7:15 AM	0	99	27	0	0	0	0	0	0	0	10	32	0	0	0	0	0	0	0	0	168	466
7:30 AM	1	126	18	0	0	0	0	0	0	0	17	38	0	0	0	0	0	1	0	0	201	591
7:45 AM	1	156	22	0	0	0	0	0	0	0	14	30	0	0	0	0	0	0	0	0	223	717
8:00 AM	0	148	26	0	0	0	0	0	0	0	16	37	0	0	0	0	0	0	0	0	227	819
8:15 AM	0	144	38	0	0	0	0	0	0	0	12	30	0	0	0	0	0	0	0	0	224	875

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	624	88	0	0	0	0	0	0	0	56	120	0	0	0	0	0	0	0	0	892
Heavy Trucks	0	28	12			0	0	0			4	4	0			0	0	0			48
Pedestrians		8					12					68					48				136
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

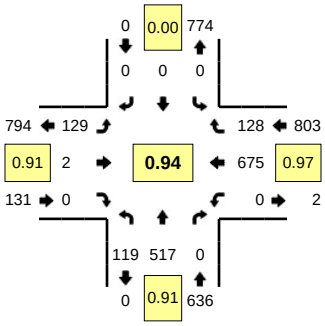
Method for determining peak hour: Total Entering Volume

LOCATION: 4th St -- Market St

QC JOB #: 10446919

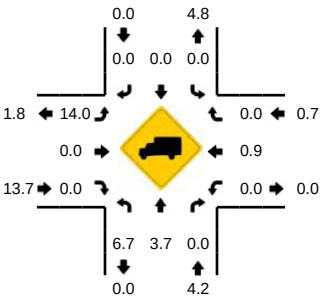
CITY/STATE: St Louis, MO

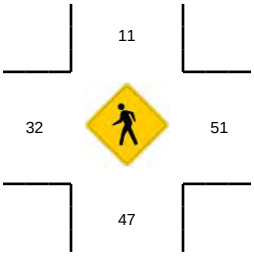
DATE: 8/20/2009



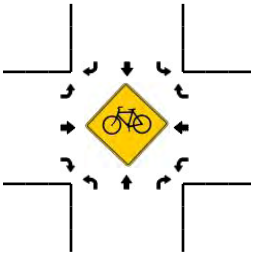
Peak-Hour: 7:30 AM -- 8:30 AM

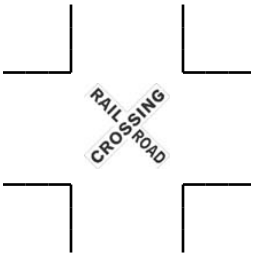
Peak 15-Min: 7:45 AM -- 8:00 AM

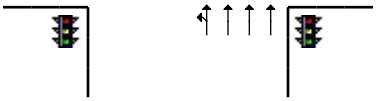


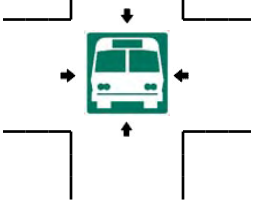












R* = RTOR

15-Min Count Period Beginning At	4th St (Northbound)					4th St (Southbound)					Market St (Eastbound)					Market St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	4	27	0	0	0	0	0	0	0	0	36	0	0	0	0	0	101	32	0	0	200	
6:45 AM	10	57	0	0	0	0	0	0	0	0	19	2	0	0	0	0	133	33	0	0	254	
7:00 AM	18	52	0	0	0	0	0	0	0	0	48	0	0	0	0	0	174	37	0	0	329	
7:15 AM	24	90	0	0	0	0	0	0	0	0	36	1	0	0	0	0	166	25	0	0	342	1125
7:30 AM	30	103	0	0	0	0	0	0	0	0	36	0	0	0	0	0	179	26	0	0	374	1299
7:45 AM	35	139	0	0	0	0	0	0	0	0	34	2	0	0	0	0	172	34	0	0	416	1461
8:00 AM	28	138	0	0	0	0	0	0	0	0	33	0	0	0	0	0	187	34	0	0	420	1552
8:15 AM	26	137	0	0	0	0	0	0	0	0	26	0	0	0	0	0	137	34	0	0	360	1570

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	140	556	0	0	0	0	0	0	0	0	136	8	0	0	0	0	688	136	0	0	1664
Heavy Trucks	8	16	0			0	0	0			20	0	0			0	4	0			48
Pedestrians		56					16					56					56				184
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

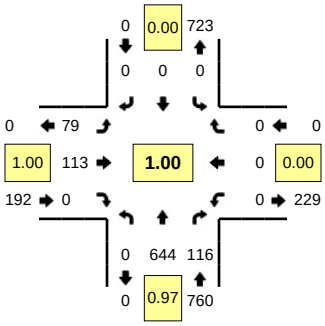
Method for determining peak hour: Total Entering Volume

LOCATION: 4th St -- Chestnut St

QC JOB #: 10446921

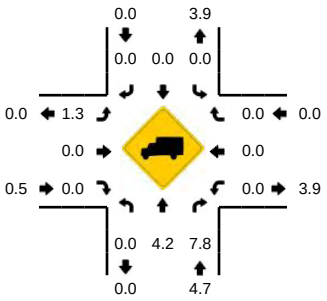
CITY/STATE: St Louis, MO

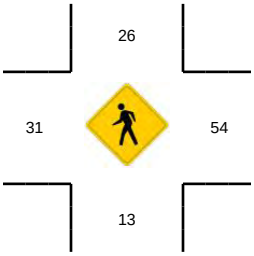
DATE: 8/20/2008



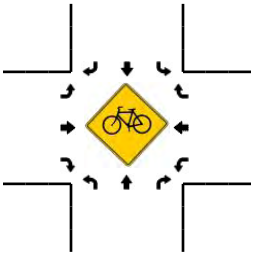
Peak-Hour: 7:30 AM -- 8:30 AM

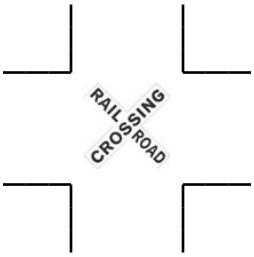
Peak 15-Min: 7:45 AM -- 8:00 AM

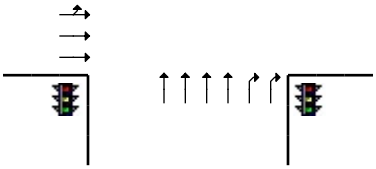


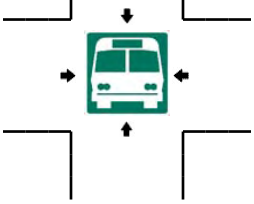












R* = RTOR

15-Min Count Period Beginning At	4th St (Northbound)					4th St (Southbound)					Chestnut St (Eastbound)					Chestnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	52	41	0	0	0	0	0	0	0	13	10	0	0	0	0	0	0	0	0	116	
6:45 AM	0	89	25	0	0	0	0	0	0	0	16	22	0	0	0	0	0	0	0	0	152	
7:00 AM	0	84	47	0	0	0	0	0	0	0	11	32	0	0	0	0	0	0	0	0	174	
7:15 AM	0	109	42	0	0	0	0	0	0	0	17	35	0	0	0	0	0	0	0	0	203	645
7:30 AM	0	133	31	0	0	0	0	0	0	0	14	32	0	0	0	0	0	0	0	0	210	739
7:45 AM	0	169	27	0	0	0	0	0	0	0	15	28	0	0	0	0	0	0	0	0	239	826
8:00 AM	0	166	33	0	0	0	0	0	0	0	23	29	0	0	0	0	0	0	0	0	251	903
8:15 AM	0	176	25	0	0	0	0	0	0	0	27	24	0	0	0	0	0	0	0	0	252	952

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	676	108	0	0	0	0	0	0	0	60	112	0	0	0	0	0	0	0	0	956
Heavy Trucks	0	32	4			0	0	0			0	0	0			0	0	0			36
Pedestrians		4					24					44					48				120
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

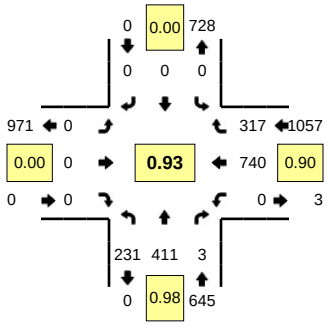
Method for determining peak hour: Total Entering Volume

LOCATION: 4th St -- Pine St

QC JOB #: 10446923

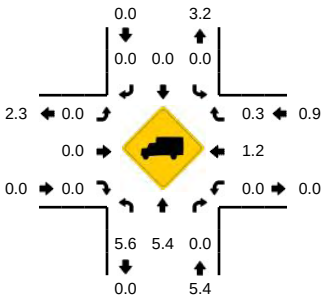
CITY/STATE: St Louis, MO

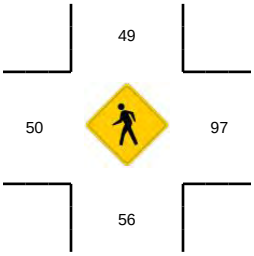
DATE: 8/20/2009



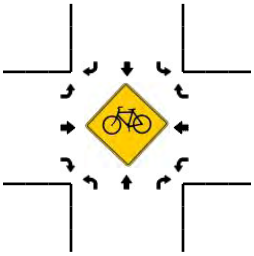
Peak-Hour: 7:30 AM -- 8:30 AM

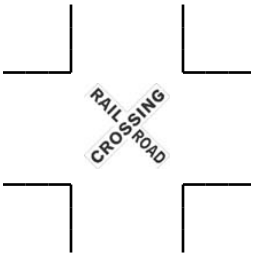
Peak 15-Min: 7:45 AM -- 8:00 AM

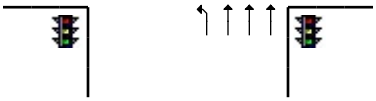


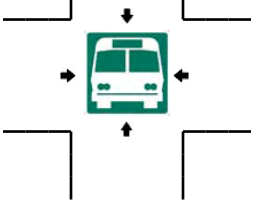












R* = RTOR

15-Min Count Period Beginning At	4th St (Northbound)					4th St (Southbound)					Pine St (Eastbound)					Pine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	18	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	33	0	0	142	
6:45 AM	25	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	43	0	0	207	
7:00 AM	40	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	40	0	0	214	
7:15 AM	32	80	1	0	0	0	0	0	0	0	0	0	0	0	0	0	127	67	0	0	307	870
7:30 AM	50	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	63	0	0	360	1088
7:45 AM	57	106	2	0	0	0	0	0	0	0	0	0	0	0	0	0	209	84	0	0	458	1339
8:00 AM	59	113	1	0	0	0	0	0	0	0	0	0	0	0	0	0	177	77	0	0	427	1552
8:15 AM	65	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	93	0	0	457	1702

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	228	424	8	0	0	0	0	0	0	0	0	0	0	0	0	0	836	336	0	0	1832
Heavy Trucks	20	24	0			0	0	0			0	0	0			0	4	0			48
Pedestrians		44					32					44					112				232
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

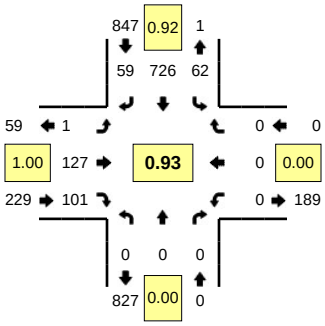
Method for determining peak hour: Total Entering Volume

LOCATION: Broadway Ave -- Walnut St

QC JOB #: 10446925

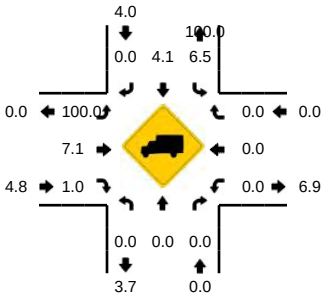
CITY/STATE: St Louis, MO

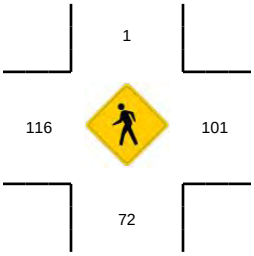
DATE: 8/20/2009

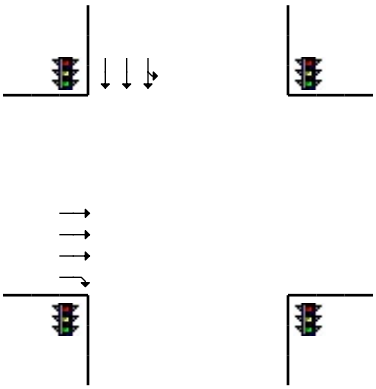


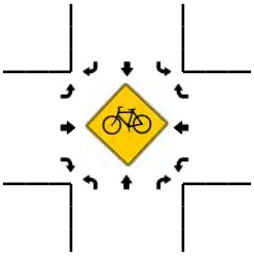
Peak-Hour: 7:30 AM -- 8:30 AM

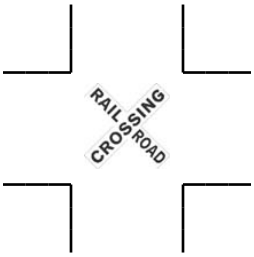
Peak 15-Min: 7:45 AM -- 8:00 AM

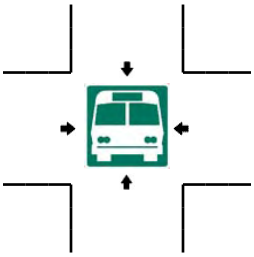












R* = RTOR

15-Min Count Period Beginning At	Broadway Ave (Northbound)					Broadway Ave (Southbound)					Walnut St (Eastbound)					Walnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	0	0	0	0	10	79	7	0	0	0	22	5	0	0	0	0	0	0	0	123	
6:45 AM	0	0	0	0	0	6	100	7	0	0	0	12	9	0	0	0	0	0	0	0	134	
7:00 AM	0	0	0	0	0	14	137	10	0	0	0	31	11	0	0	0	0	0	0	0	203	
7:15 AM	0	0	0	0	0	22	142	24	0	0	0	21	19	0	0	0	0	0	0	0	228	688
7:30 AM	0	0	0	0	0	16	158	38	0	0	0	35	21	0	0	0	0	0	0	0	268	833
7:45 AM	0	0	0	0	0	21	205	5	0	0	0	26	31	0	0	0	0	0	0	0	288	987
8:00 AM	0	0	0	0	0	16	178	12	0	0	0	36	32	0	0	0	0	0	0	0	274	1058
8:15 AM	0	0	0	0	0	9	185	4	0	0	1	30	17	0	0	0	0	0	0	0	246	1076

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	84	820	20	0	0	0	104	124	0	0	0	0	0	0	0	1152
Heavy Trucks	0	0	0			12	28	0			0	0	0			0	0	0			40
Pedestrians		60					0					104					140				304
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

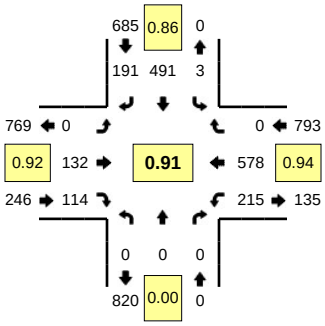
Method for determining peak hour: Total Entering Volume

LOCATION: Broadway Ave -- Market St

QC JOB #: 10446927

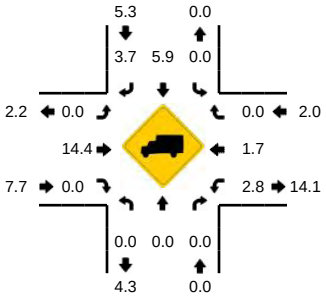
CITY/STATE: St Louis, MO

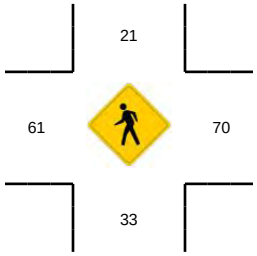
DATE: 8/20/2009

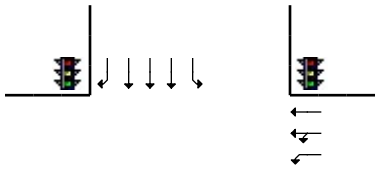


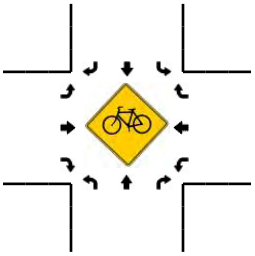
Peak-Hour: 7:30 AM -- 8:30 AM

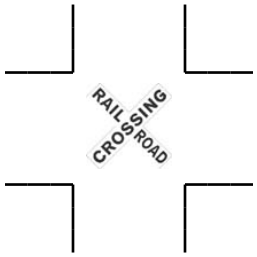
Peak 15-Min: 7:45 AM -- 8:00 AM



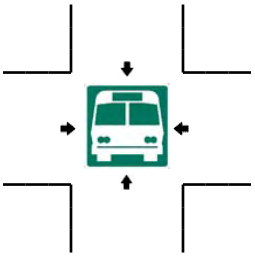












R* = RTOR

15-Min Count Period Beginning At	Broadway Ave (Northbound)					Broadway Ave (Southbound)					Market St (Eastbound)					Market St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	0	0	0	0	0	63	22	0	0	0	36	12	0	0	19	80	0	0	0	232	
6:45 AM	0	0	0	0	0	1	79	24	0	0	0	20	7	0	0	31	110	0	0	0	272	
7:00 AM	0	0	0	0	0	2	94	24	0	0	0	47	18	0	0	52	134	0	0	0	371	
7:15 AM	0	0	0	0	0	3	97	41	0	0	0	32	26	0	0	64	128	0	0	0	391	1266
7:30 AM	0	0	0	0	0	1	109	50	0	0	0	41	38	0	0	63	143	0	0	0	445	1479
7:45 AM	0	0	0	0	0	1	137	61	0	0	0	31	36	0	0	58	152	0	0	0	476	1683
8:00 AM	0	0	0	0	0	0	113	42	0	0	0	33	23	0	0	52	161	0	0	0	424	1736
8:15 AM	0	0	0	0	0	1	132	38	0	0	0	27	17	0	0	42	122	0	0	0	379	1724

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	4	548	244	0	0	0	124	144	0	0	232	608	0	0	0	1904
Heavy Trucks	0	0	0			0	40	4			0	16	0			4	8	0			72
Pedestrians		60					28					68					104				260
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

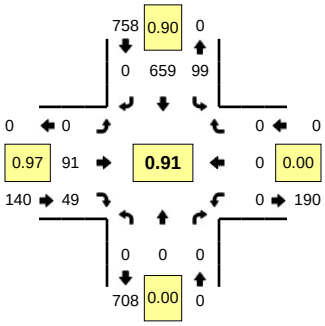
Method for determining peak hour: Total Entering Volume

LOCATION: Broadway Ave -- Chestnut St

QC JOB #: 10446929

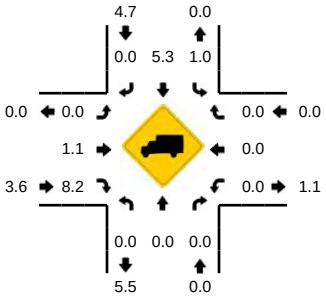
CITY/STATE: St Louis, MO

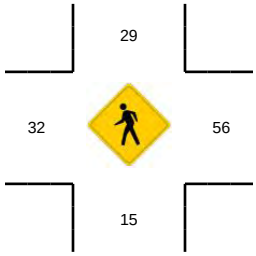
DATE: 8/20/2009

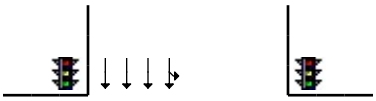


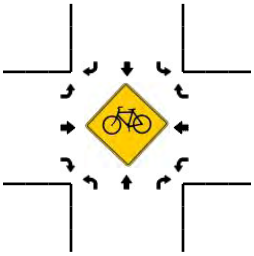
Peak-Hour: 7:30 AM -- 8:30 AM

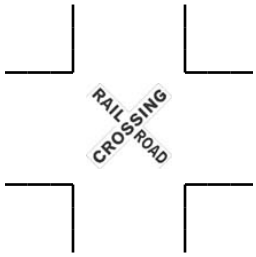
Peak 15-Min: 7:45 AM -- 8:00 AM



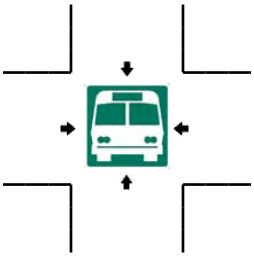












R* = RTOR

15-Min Count Period Beginning At	Broadway Ave (Northbound)					Broadway Ave (Southbound)					Chestnut St (Eastbound)					Chestnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	0	0	0	0	13	82	0	0	0	0	10	7	0	0	0	0	0	0	0	112	
6:45 AM	0	0	0	0	0	19	101	0	0	0	0	17	4	0	0	0	0	0	0	0	141	
7:00 AM	0	0	0	0	0	13	115	0	0	0	0	30	6	0	0	0	0	0	0	0	164	
7:15 AM	0	0	0	0	0	22	138	0	0	0	0	29	7	0	0	0	0	0	0	0	196	613
7:30 AM	0	0	0	0	0	21	151	0	0	0	0	23	14	0	0	0	0	0	0	0	209	710
7:45 AM	0	0	0	0	0	22	188	0	0	0	0	22	14	0	0	0	0	0	0	0	246	815
8:00 AM	0	0	0	0	0	30	157	0	0	0	0	26	8	0	0	0	0	0	0	0	221	872
8:15 AM	0	0	0	0	0	26	163	0	0	0	0	20	13	0	0	0	0	0	0	0	222	898

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	88	752	0	0	0	0	88	56	0	0	0	0	0	0	0	984
Heavy Trucks	0	0	0			4	44	0			0	0	8			0	0	0			56
Pedestrians		16					32					16					56				120
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

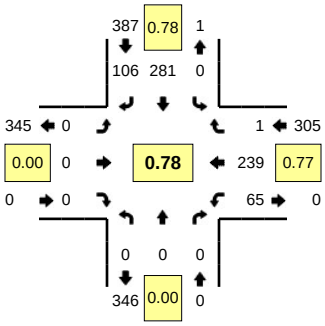
Method for determining peak hour: Total Entering Volume

LOCATION: Broadway Ave -- Pine St

QC JOB #: 10446931

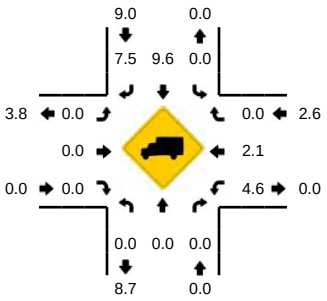
CITY/STATE: St Louis, MO

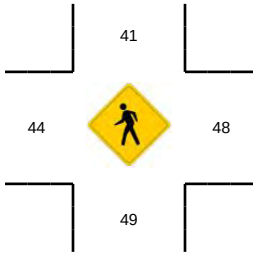
DATE: 8/20/2009

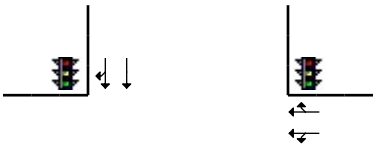


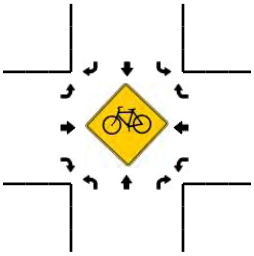
Peak-Hour: 7:30 AM -- 8:30 AM

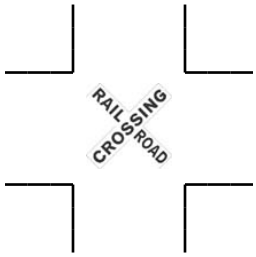
Peak 15-Min: 7:45 AM -- 8:00 AM



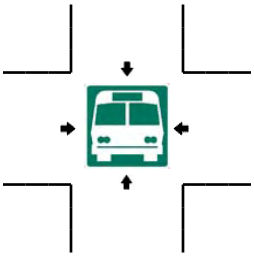












R* = RTOR

15-Min Count Period Beginning At	Broadway Ave (Northbound)					Broadway Ave (Southbound)					Pine St (Eastbound)					Pine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:30 AM	0	0	0	0	0	0	136	79	0	0	0	0	0	0	0	31	196	0	0	0	442	
6:45 AM	0	0	0	0	0	0	112	70	0	0	0	0	0	0	0	35	194	1	0	0	412	
7:00 AM	0	0	0	0	0	0	98	61	0	0	0	0	0	0	0	15	135	0	0	0	309	
7:15 AM	1	0	0	0	0	0	76	40	0	0	0	0	0	0	0	15	110	0	0	0	242	1405
7:30 AM	0	0	0	0	0	0	84	41	0	0	0	0	0	0	0	27	89	0	0	0	241	1204
7:45 AM	0	0	0	0	0	0	91	33	0	0	0	0	0	0	0	23	76	0	0	0	223	1015
8:00 AM	0	0	0	0	0	0	88	29	0	0	0	0	0	0	0	10	67	1	0	0	195	901
8:15 AM	0	0	0	0	0	0	18	3	0	0	0	0	0	0	0	5	7	0	0	0	33	692

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	0	364	132	0	0	0	0	0	0	0	92	304	0	0	0	892
Heavy Trucks	0	0	0			0	36	12			0	0	0			4	12	0			64
Pedestrians		32					20					44					56				152
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:05 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

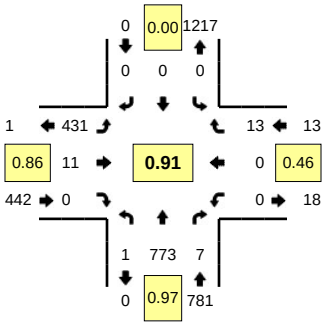
Method for determining peak hour: Total Entering Volume

LOCATION: NB Memorial Dr -- Walnut St

QC JOB #: 10446902

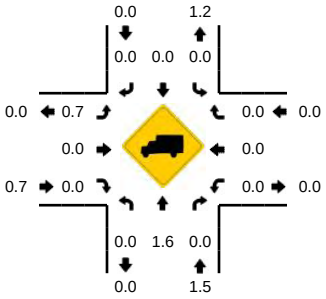
CITY/STATE: St Louis, MO

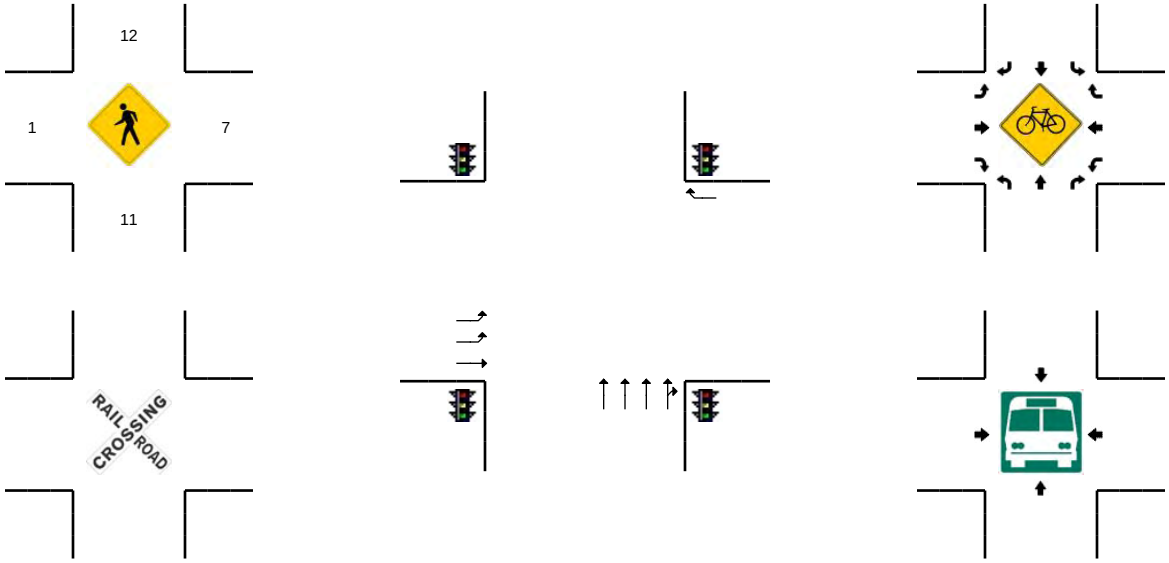
DATE: 8/20/2009



Peak-Hour: 4:30 PM -- 5:30 PM

Peak 15-Min: 5:00 PM -- 5:15 PM





R* = RTOR

15-Min Count Period Beginning At	NB Memorial Dr (Northbound)					NB Memorial Dr (Southbound)					Walnut St (Eastbound)					Walnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	212	6	0	0	0	0	0	0	0	82	0	0	0	0	0	0	5	0	0	305	
3:45 PM	0	213	0	0	0	0	0	0	0	0	76	0	0	0	0	0	0	6	0	0	295	
4:00 PM	0	210	0	0	0	0	0	0	0	0	106	8	0	0	0	0	0	6	0	0	330	
4:15 PM	0	209	0	0	0	0	0	0	0	0	89	0	0	0	0	0	0	6	0	0	304	1234
4:30 PM	0	210	1	0	0	0	0	0	0	0	92	2	0	0	0	0	0	1	0	0	306	1235
4:45 PM	0	188	0	0	0	0	0	0	0	0	98	1	0	0	0	0	0	1	0	0	288	1228
5:00 PM	1	199	2	0	0	0	0	0	0	0	126	3	0	0	0	0	0	7	0	0	338	1236
5:15 PM	0	176	4	0	0	0	0	0	0	0	115	5	0	0	0	0	0	4	0	0	304	1236

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	796	8	0	0	0	0	0	0	0	504	12	0	0	0	0	0	28	0	0	1352
Heavy Trucks	0	8	0			0	0	0			0	0	0			0	0	0			8
Pedestrians		8					8					0					4				20
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

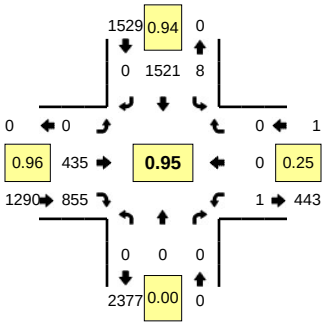
Method for determining peak hour: Total Entering Volume

LOCATION: SB Memorial Dr -- Walnut St

QC JOB #: 10446904

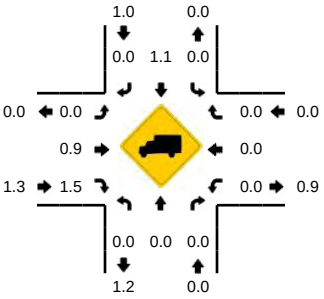
CITY/STATE: St Louis, MO

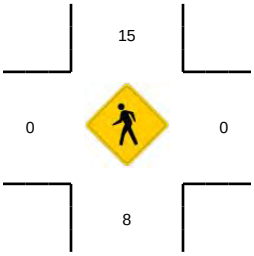
DATE: 8/20/2009

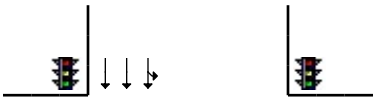


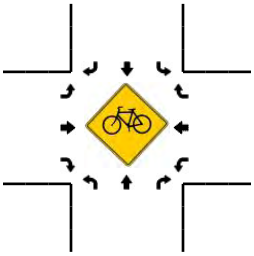
Peak-Hour: 4:30 PM -- 5:30 PM

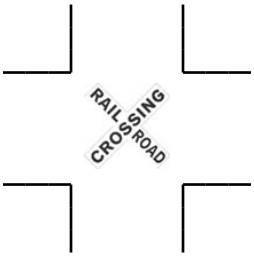
Peak 15-Min: 5:00 PM -- 5:15 PM



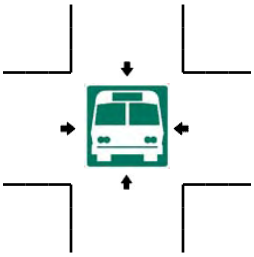












R* = RTOR

15-Min Count Period Beginning At	SB Memorial Dr (Northbound)					SB Memorial Dr (Southbound)					Walnut St (Eastbound)					Walnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	0	0	0	0	2	253	0	0	0	0	80	97	0	0	0	0	0	0	0	432	
3:45 PM	0	0	0	0	0	2	211	0	0	0	0	76	105	0	0	0	0	0	0	0	394	
4:00 PM	0	0	0	0	0	3	300	0	0	0	0	109	165	0	0	0	0	0	0	0	577	
4:15 PM	0	0	0	0	0	0	320	0	0	0	0	86	138	0	0	0	0	0	0	0	544	1947
4:30 PM	0	0	0	0	0	4	369	0	0	0	0	92	199	0	0	0	0	0	0	0	664	2179
4:45 PM	0	0	0	0	0	2	336	0	0	0	0	97	208	0	0	0	0	0	0	0	643	2428
5:00 PM	0	0	0	0	0	1	405	0	0	0	0	125	211	0	0	1	0	0	0	0	743	2594
5:15 PM	0	0	0	0	0	1	411	0	0	0	0	121	237	0	0	0	0	0	0	0	770	2820

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	4	1620	0	0	0	0	500	844	0	0	4	0	0	0	0	2972
Heavy Trucks	0	0	0			0	8	0			0	4	16			0	0	0			28
Pedestrians		0					12					0					0				12
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

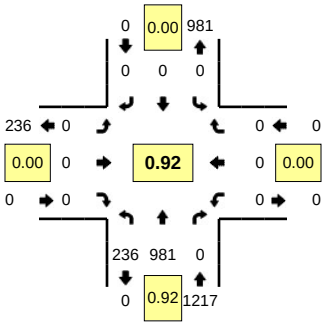
Method for determining peak hour: Total Entering Volume

LOCATION: NB Memorial Dr -- Market St

QC JOB #: 10446906

CITY/STATE: St Louis, MO

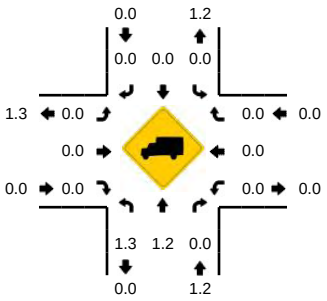
DATE: 8/20/2009

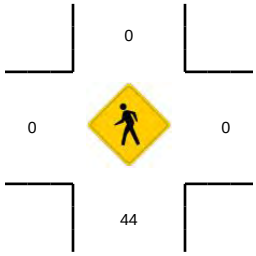


Peak-Hour: 4:30 PM -- 5:30 PM

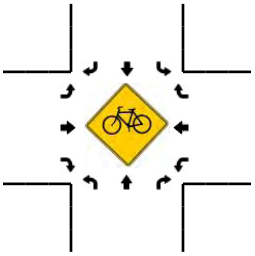
Peak 15-Min: 5:00 PM -- 5:15 PM

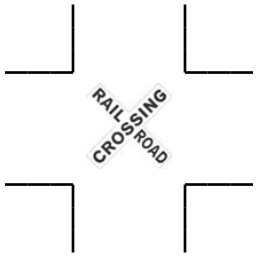


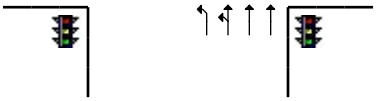


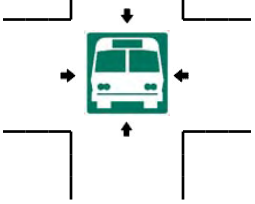












R* = RTOR

15-Min Count Period Beginning At	NB Memorial Dr (Northbound)					NB Memorial Dr (Southbound)					Market St (Eastbound)					Market St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	65	231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	296	
3:45 PM	60	234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	294	
4:00 PM	75	238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313	
4:15 PM	71	244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	315	1218
4:30 PM	68	231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299	1221
4:45 PM	63	223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286	1213
5:00 PM	51	281	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332	1232
5:15 PM	54	246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	1217

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	204	1124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1328
Heavy Trucks	0	8	0			0	0	0			0	0	0			0	0	0			8
Pedestrians		52					0					0					0				52
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

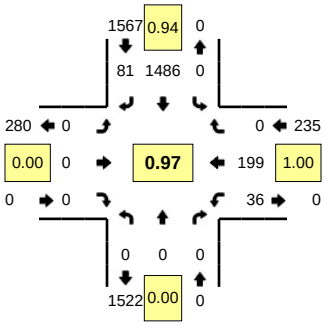
Method for determining peak hour: Total Entering Volume

LOCATION: SB Memorial Dr -- Market St

QC JOB #: 10446908

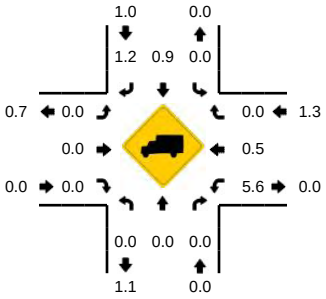
CITY/STATE: St Louis, MO

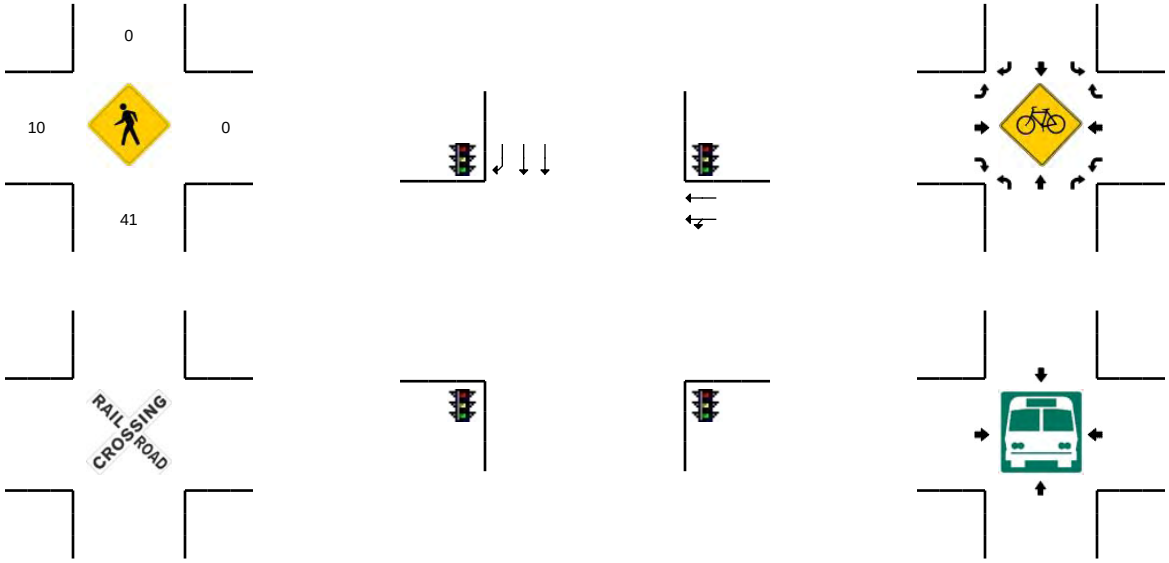
DATE: 8/20/2009



Peak-Hour: 4:30 PM -- 5:30 PM

Peak 15-Min: 5:00 PM -- 5:15 PM





R* = RTOR

15-Min Count Period Beginning At	SB Memorial Dr (Northbound)					SB Memorial Dr (Southbound)					Market St (Eastbound)					Market St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	0	0	0	0	0	243	24	0	0	0	0	0	0	0	13	49	0	0	0	329	
3:45 PM	0	0	0	0	0	0	201	28	0	0	0	0	0	0	0	12	51	0	0	0	292	
4:00 PM	0	0	0	0	0	0	292	26	0	0	0	0	0	0	0	10	64	0	0	0	392	
4:15 PM	0	0	0	0	0	0	298	21	0	0	0	0	0	0	0	16	60	0	0	0	395	1408
4:30 PM	0	0	0	0	0	0	364	16	0	0	0	0	0	0	0	10	58	0	0	0	448	1527
4:45 PM	0	0	0	0	0	0	333	30	0	0	0	0	0	0	0	10	52	0	0	0	425	1660
5:00 PM	0	0	0	0	0	0	402	14	0	0	0	0	0	0	0	4	46	0	0	0	466	1734
5:15 PM	0	0	0	0	0	0	387	21	0	0	0	0	0	0	0	12	43	0	0	0	463	1802

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	0	1608	56	0	0	0	0	0	0	0	16	184	0	0	0	1864
Heavy Trucks	0	0	0			0	16	0			0	0	0			0	0	0			16
Pedestrians		40					0					8					0				48
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

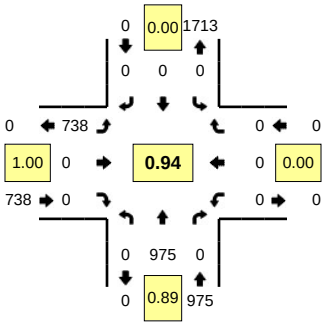
Method for determining peak hour: Total Entering Volume

LOCATION: NB Memorial Dr -- Chestnut St

QC JOB #: 10446910

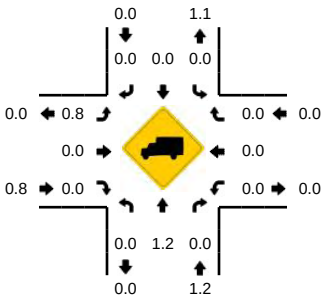
CITY/STATE: St Louis, MO

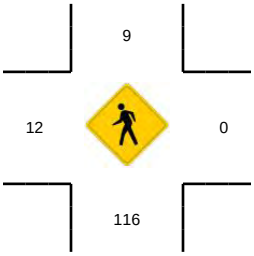
DATE: 8/20/2009



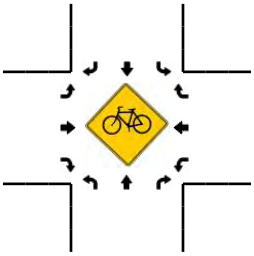
Peak-Hour: 4:30 PM -- 5:30 PM

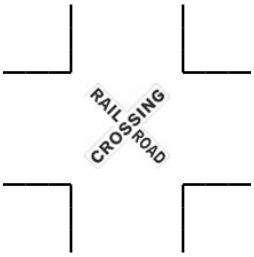
Peak 15-Min: 5:00 PM -- 5:15 PM

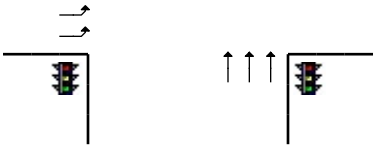


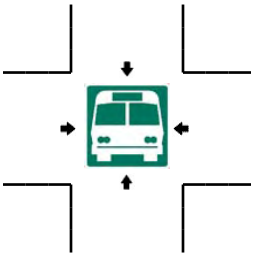












R* = RTOR

15-Min Count Period Beginning At	NB Memorial Dr (Northbound)					NB Memorial Dr (Southbound)					Chestnut St (Eastbound)					Chestnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	223	0	0	0	0	0	0	0	0	155	0	0	0	0	0	0	0	0	0	378	
3:45 PM	0	240	0	0	0	0	0	0	0	0	134	0	0	0	0	0	0	0	0	0	374	
4:00 PM	0	230	0	0	0	0	0	0	0	0	182	0	0	0	0	0	0	0	0	0	412	
4:15 PM	0	253	0	0	0	0	0	0	0	0	166	0	0	0	0	0	0	0	0	0	419	1583
4:30 PM	0	226	0	0	0	0	0	0	0	0	176	0	0	0	0	0	0	0	0	0	402	1607
4:45 PM	0	224	0	0	0	0	0	0	0	0	165	0	0	0	0	0	0	0	0	0	389	1622
5:00 PM	0	275	0	0	0	0	0	0	0	0	180	0	0	0	0	0	0	0	0	0	455	1665
5:15 PM	0	250	0	0	0	0	0	0	0	0	217	0	0	0	0	0	0	0	0	0	467	1713

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1100	0	0	0	0	0	0	0	0	720	0	0	0	0	0	0	0	0	0	1820
Heavy Trucks	0	8	0			0	0	0			4	0	0			0	0	0			12
Pedestrians		120					8					24					0				152
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

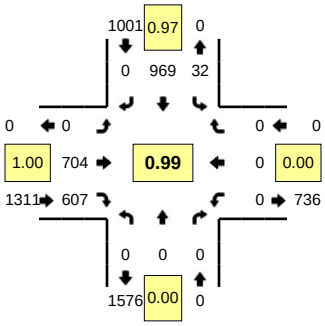
Method for determining peak hour: Total Entering Volume

LOCATION: SB Memorial Dr -- Chestnut St

QC JOB #: 10446912

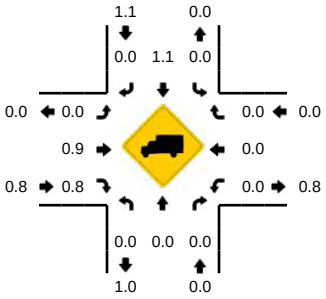
CITY/STATE: St Louis, MO

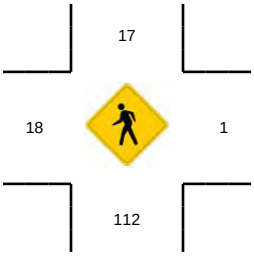
DATE: 8/20/2009



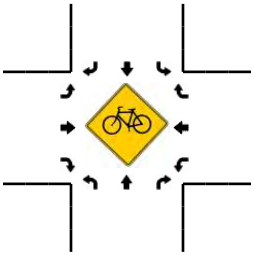
Peak-Hour: 4:30 PM -- 5:30 PM

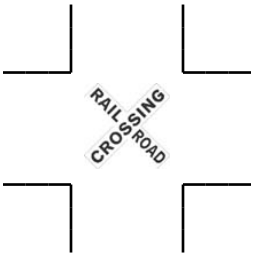
Peak 15-Min: 5:00 PM -- 5:15 PM



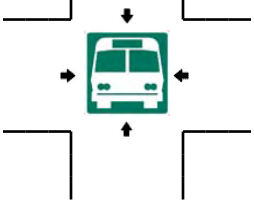












R* = RTOR

15-Min Count Period Beginning At	SB Memorial Dr (Northbound)					SB Memorial Dr (Southbound)					Chestnut St (Eastbound)					Chestnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	0	0	0	0	2	168	1	0	0	0	153	101	0	0	0	0	0	0	0	425	
3:45 PM	0	0	0	0	0	5	147	0	0	0	0	128	80	0	0	0	0	0	0	0	360	
4:00 PM	0	0	0	0	0	8	191	0	0	0	0	172	132	0	0	0	0	0	0	0	503	
4:15 PM	0	0	0	0	0	6	199	0	0	0	0	159	110	0	0	0	0	0	0	0	474	1762
4:30 PM	0	0	0	0	0	10	254	0	0	0	0	164	135	0	0	0	0	0	0	0	563	1900
4:45 PM	0	0	0	0	0	5	208	0	0	0	0	164	155	0	0	0	0	0	0	0	532	2072
5:00 PM	0	0	0	0	0	9	250	0	0	0	0	169	156	0	0	0	0	0	0	0	584	2153
5:15 PM	0	0	0	0	0	8	257	0	0	0	0	207	161	0	0	0	0	0	0	0	633	2312

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	36	1000	0	0	0	0	676	624	0	0	0	0	0	0	0	2336
Heavy Trucks	0	0	0			0	8	0			0	4	0			0	0	0			12
Pedestrians		84					16					16					0				116
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

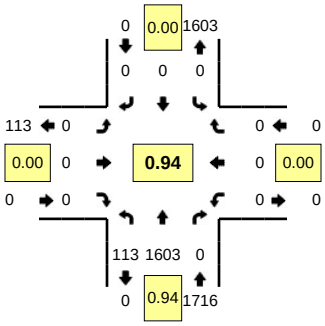
Method for determining peak hour: Total Entering Volume

LOCATION: NB Memorial Dr -- Pine St

QC JOB #: 10446914

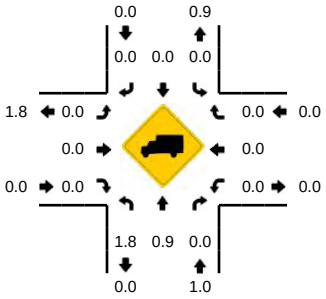
CITY/STATE: St Louis, MO

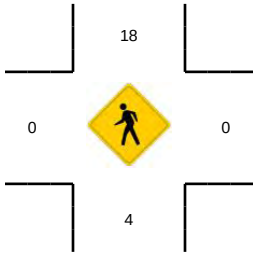
DATE: 8/20/2009



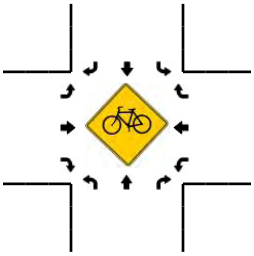
Peak-Hour: 4:30 PM -- 5:30 PM

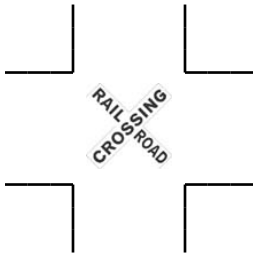
Peak 15-Min: 5:00 PM -- 5:15 PM

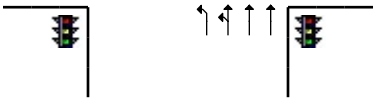


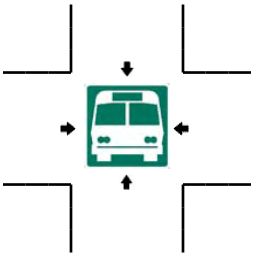












R* = RTOR

15-Min Count Period Beginning At	NB Memorial Dr (Northbound)					NB Memorial Dr (Southbound)					Pine St (Eastbound)					Pine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	35	347	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	382	
3:45 PM	30	342	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	372	
4:00 PM	22	385	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	408	
4:15 PM	33	392	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	425	1587
4:30 PM	23	381	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	404	1609
4:45 PM	26	361	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	387	1624
5:00 PM	27	428	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	455	1671
5:15 PM	37	433	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	470	1716

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	108	1712	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1820
Heavy Trucks	0	12	0			0	0	0			0	0	0			0	0	0			12
Pedestrians		0					40					0					0				40
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

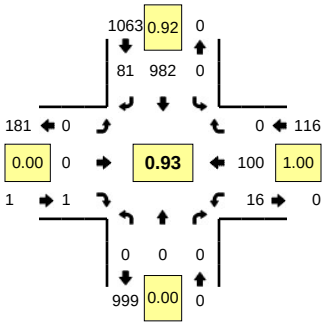
Method for determining peak hour: Total Entering Volume

LOCATION: SB Memorial Dr -- Pine St

QC JOB #: 10446916

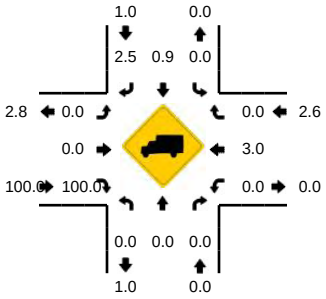
CITY/STATE: St Louis, MO

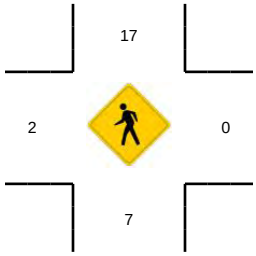
DATE: 8/20/2009

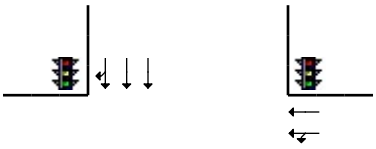


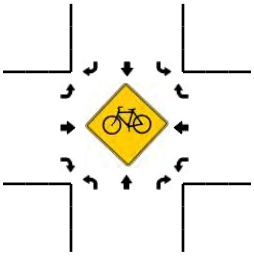
Peak-Hour: 4:30 PM -- 5:30 PM

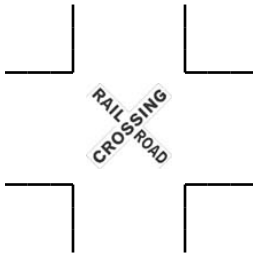
Peak 15-Min: 5:00 PM -- 5:15 PM



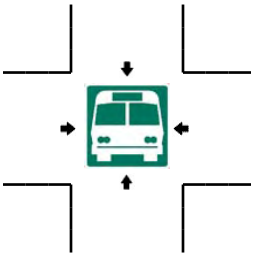












R* = RTOR

15-Min Count Period Beginning At	SB Memorial Dr (Northbound)					SB Memorial Dr (Southbound)					Pine St (Eastbound)					Pine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	0	0	0	0	0	174	30	0	0	0	0	0	0	0	2	33	0	0	0	239	
3:45 PM	0	0	0	0	0	0	140	21	0	0	0	0	0	0	0	4	25	0	0	0	190	
4:00 PM	0	0	0	0	0	1	198	15	0	0	0	0	0	0	0	4	17	0	0	0	235	
4:15 PM	0	0	0	0	0	0	199	16	0	0	0	0	0	0	0	4	32	0	0	0	251	915
4:30 PM	0	0	0	0	0	0	262	22	0	0	0	0	0	0	0	3	22	0	0	0	309	985
4:45 PM	0	0	0	0	0	0	207	15	0	0	0	0	1	0	0	3	23	0	0	0	249	1044
5:00 PM	0	0	0	0	0	0	263	27	0	0	0	0	0	0	0	4	24	0	0	0	318	1127
5:15 PM	0	0	0	0	0	0	250	17	0	0	0	0	0	0	0	6	31	0	0	0	304	1180

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	0	1052	108	0	0	0	0	0	0	0	16	96	0	0	0	1272
Heavy Trucks	0	0	0			0	4	0			0	0	0			0	4	0			8
Pedestrians		8					40					8					0				56
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

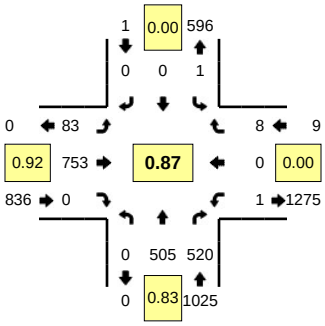
Method for determining peak hour: Total Entering Volume

LOCATION: 4th St -- Walnut St

QC JOB #: 10446918

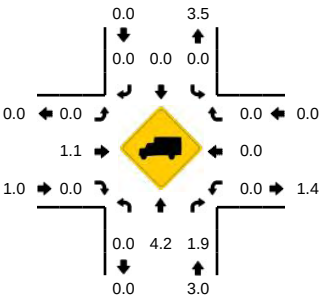
CITY/STATE: St Louis, MO

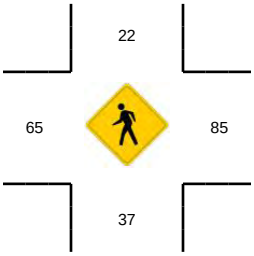
DATE: 8/20/2009



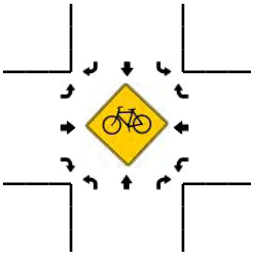
Peak-Hour: 4:30 PM -- 5:30 PM

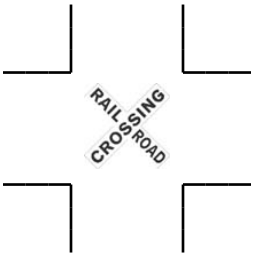
Peak 15-Min: 5:00 PM -- 5:15 PM

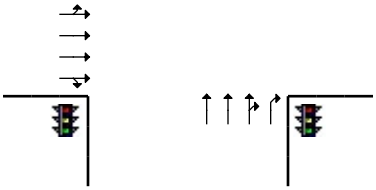


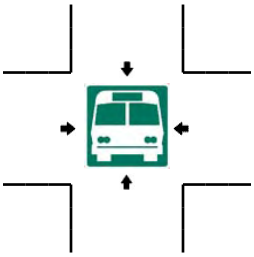












R* = RTOR

15-Min Count Period Beginning At	4th St (Northbound)					4th St (Southbound)					Walnut St (Eastbound)					Walnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	110	79	0	0	0	0	0	0	0	18	100	0	0	0	0	0	0	0	0	307	
3:45 PM	0	87	72	0	0	0	0	0	0	0	18	107	0	0	0	0	0	0	0	0	284	
4:00 PM	0	104	125	0	0	0	0	0	0	0	11	163	0	0	0	0	0	0	0	0	403	
4:15 PM	0	107	84	0	0	0	0	0	0	0	12	123	0	0	0	0	0	1	0	0	327	1321
4:30 PM	0	120	131	0	0	0	0	0	0	0	17	168	0	0	0	0	0	1	0	0	437	1451
4:45 PM	0	102	105	0	0	1	0	0	0	0	23	182	0	0	0	0	0	1	1	0	415	1582
5:00 PM	0	153	155	0	0	0	0	0	0	0	24	203	0	0	0	0	0	0	0	0	535	1714
5:15 PM	0	130	129	0	0	0	0	0	0	0	19	200	0	0	0	0	0	6	0	0	484	1871

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	612	620	0	0	0	0	0	0	0	96	812	0	0	0	0	0	0	0	0	2140
Heavy Trucks	0	12	12			0	0	0			0	12	0			0	0	0			36
Pedestrians		48					32					88					96				264
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

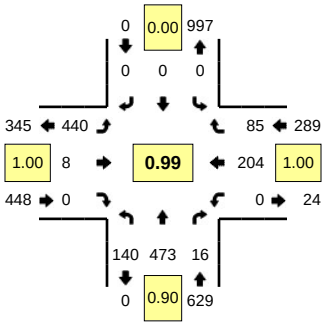
Method for determining peak hour: Total Entering Volume

LOCATION: 4th St -- Market St

QC JOB #: 10446920

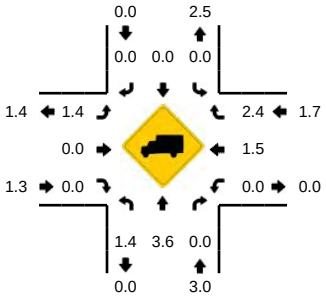
CITY/STATE: St Louis, MO

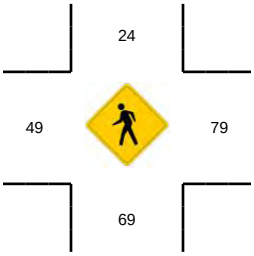
DATE: 8/20/2009



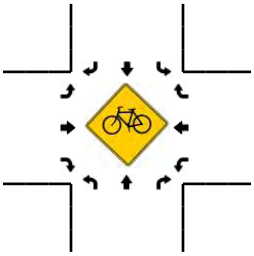
Peak-Hour: 4:30 PM -- 5:30 PM

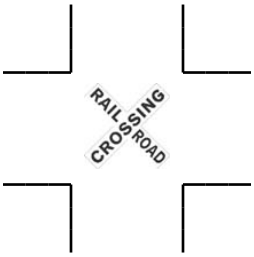
Peak 15-Min: 5:00 PM -- 5:15 PM

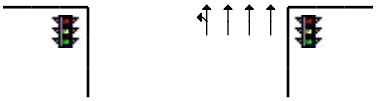


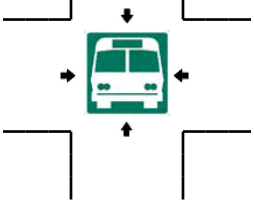












R* = RTOR

15-Min Count Period Beginning At	4th St (Northbound)					4th St (Southbound)					Market St (Eastbound)					Market St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	31	102	5	0	0	0	0	0	0	0	115	0	0	0	0	0	56	15	0	0	324	
3:45 PM	34	81	0	0	0	0	0	0	0	0	98	1	0	0	0	0	58	28	0	0	300	
4:00 PM	21	100	1	0	0	0	0	0	0	0	113	0	0	0	0	0	59	32	0	0	326	
4:15 PM	29	101	5	0	0	0	0	0	0	0	95	0	0	0	0	0	61	21	0	0	312	1262
4:30 PM	33	103	4	0	0	0	0	0	0	0	135	3	0	0	0	0	56	18	0	0	352	1290
4:45 PM	31	108	3	0	0	0	0	0	0	0	93	1	0	1	0	0	56	28	0	0	321	1311
5:00 PM	36	133	5	0	0	0	0	0	0	0	105	1	0	0	0	0	38	27	0	0	345	1330
5:15 PM	40	129	4	0	0	0	0	0	0	0	106	3	0	0	0	0	54	12	0	0	348	1366

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	144	532	20	0	0	0	0	0	0	0	420	4	0	0	0	0	152	108	0	0	1380
Heavy Trucks	0	8	0			0	0	0			8	0	0			0	4	0			20
Pedestrians		84					44					40					72				240
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

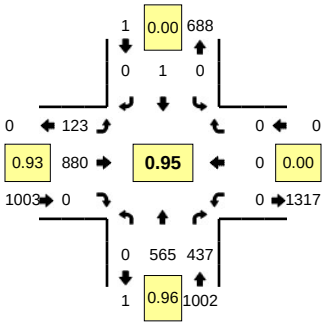
Method for determining peak hour: Total Entering Volume

LOCATION: 4th St -- Chestnut St

QC JOB #: 10446922

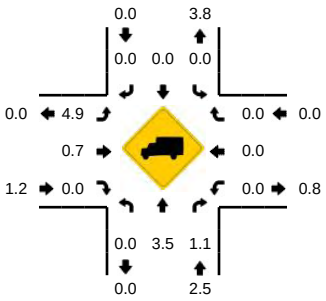
CITY/STATE: St Louis, MO

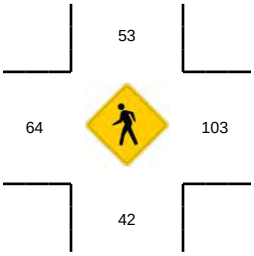
DATE: 8/20/2009



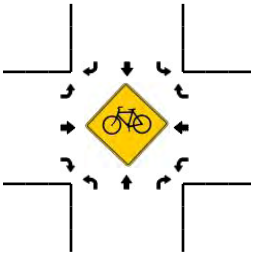
Peak-Hour: 4:30 PM -- 5:30 PM

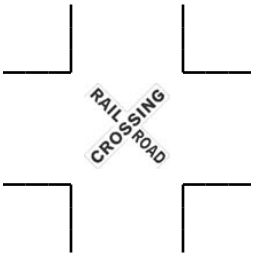
Peak 15-Min: 5:00 PM -- 5:15 PM

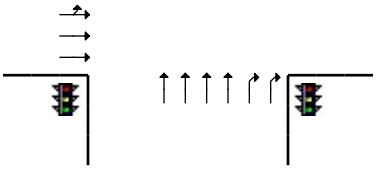


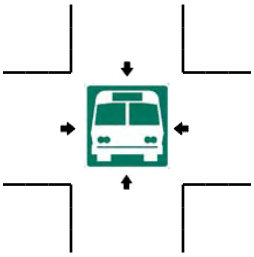












R* = RTOR

15-Min Count Period Beginning At	4th St (Northbound)					4th St (Southbound)					Chestnut St (Eastbound)					Chestnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	119	109	0	0	0	0	0	0	0	28	145	0	0	0	0	0	1	0	0	402	
3:45 PM	0	121	95	0	0	0	0	0	0	0	18	111	0	0	0	0	0	0	0	0	345	
4:00 PM	0	119	120	0	0	0	0	0	0	0	34	207	0	0	0	0	0	0	0	0	480	
4:15 PM	0	116	105	0	0	0	0	0	0	0	23	153	0	0	0	0	0	0	0	0	397	1624
4:30 PM	0	125	110	0	0	0	0	0	0	0	26	212	0	0	0	0	0	0	0	0	473	1695
4:45 PM	0	145	103	0	0	0	1	0	0	0	26	196	0	0	0	0	0	0	0	0	471	1821
5:00 PM	0	146	114	0	0	0	0	0	0	0	42	227	0	0	0	0	0	0	0	0	529	1870
5:15 PM	0	149	110	0	0	0	0	0	0	0	29	245	0	0	0	0	0	0	0	0	533	2006

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	584	456	0	0	0	0	0	0	0	168	908	0	0	0	0	0	0	0	0	2116
Heavy Trucks	0	16	4			0	0	0			4	0	0			0	0	0			24
Pedestrians		40					80					108					128				356
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

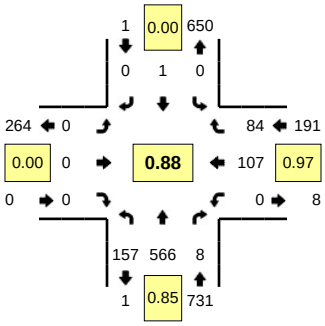
Method for determining peak hour: Total Entering Volume

LOCATION: 4th St -- Pine St

QC JOB #: 10446924

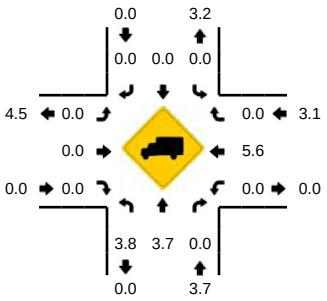
CITY/STATE: St Louis, MO

DATE: 8/20/2009

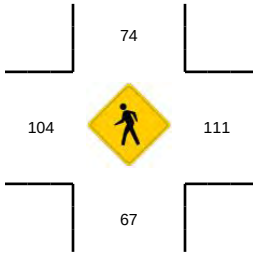


Peak-Hour: 4:30 PM -- 5:30 PM

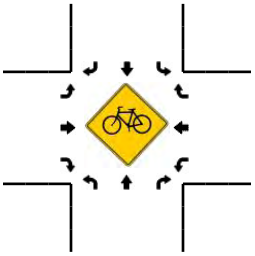
Peak 15-Min: 5:00 PM -- 5:15 PM

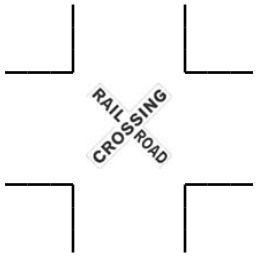


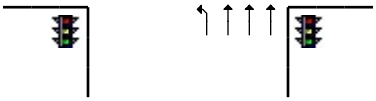


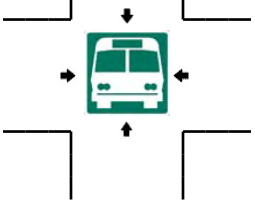












R* = RTOR

15-Min Count Period Beginning At	4th St (Northbound)					4th St (Southbound)					Pine St (Eastbound)					Pine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	24	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	17	0	0	217	
3:45 PM	29	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	17	0	0	180	
4:00 PM	40	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	9	0	0	197	
4:15 PM	34	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	15	0	0	187	781
4:30 PM	34	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	15	0	0	200	764
4:45 PM	30	138	1	0	0	0	1	0	0	0	0	0	0	0	0	0	26	20	0	0	216	800
5:00 PM	52	158	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25	24	0	0	263	866
5:15 PM	41	147	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28	25	0	0	244	923

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	208	632	16	0	0	0	0	0	0	0	0	0	0	0	0	0	100	96	0	0	1052
Heavy Trucks	0	20	0			0	0	0			0	0	0			0	4	0			24
Pedestrians		56					92					100					124				372
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

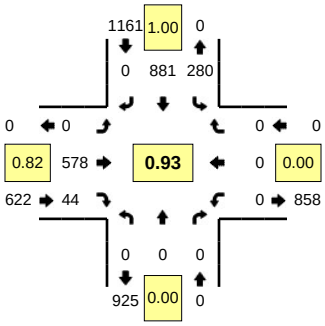
Method for determining peak hour: Total Entering Volume

LOCATION: Broadway Ave -- Walnut St

QC JOB #: 10446926

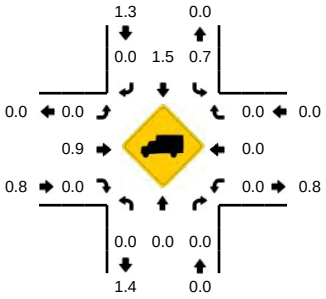
CITY/STATE: St Louis, MO

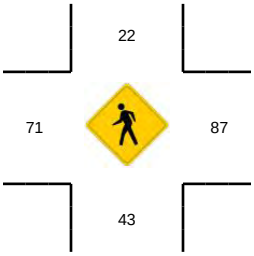
DATE: 8/20/2009

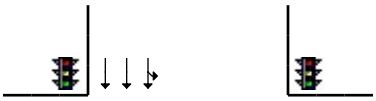


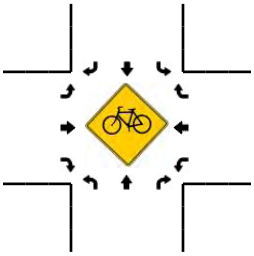
Peak-Hour: 4:30 PM -- 5:30 PM

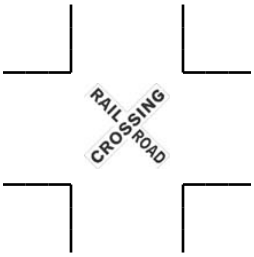
Peak 15-Min: 5:00 PM -- 5:15 PM



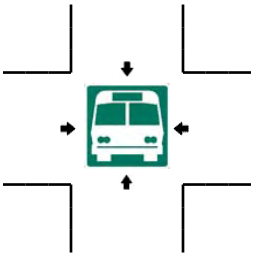












R* = RTOR

15-Min Count Period Beginning At	Broadway Ave (Northbound)					Broadway Ave (Southbound)					Walnut St (Eastbound)					Walnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	0	0	0	0	32	143	0	0	0	0	103	7	0	0	0	0	0	0	0	285	
3:45 PM	0	0	0	0	0	50	156	0	0	0	0	70	10	0	0	0	0	0	0	0	286	
4:00 PM	0	0	0	0	0	60	152	0	0	0	0	134	23	0	0	0	0	0	0	0	369	
4:15 PM	0	0	0	0	0	56	179	0	0	0	0	78	6	0	0	0	0	0	0	0	319	1259
4:30 PM	0	0	0	0	0	70	222	0	0	0	0	154	12	0	0	0	0	0	0	0	458	1432
4:45 PM	0	0	0	0	0	68	183	0	0	0	0	126	11	0	0	0	0	0	0	0	388	1534
5:00 PM	0	0	0	0	0	71	217	0	0	0	0	177	12	0	0	0	0	0	0	0	477	1642
5:15 PM	0	0	0	0	0	71	259	0	0	0	0	121	9	0	0	0	0	0	0	0	460	1783

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	284	868	0	0	0	0	708	48	0	0	0	0	0	0	0	1908
Heavy Trucks	0	0	0			4	12	0			0	4	0			0	0	0			20
Pedestrians		68					32					108					120				328
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

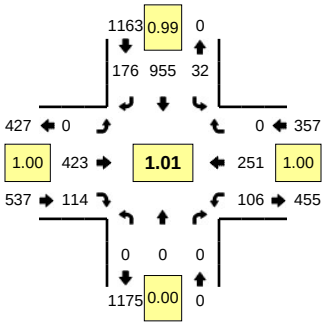
Method for determining peak hour: Total Entering Volume

LOCATION: Broadway Ave -- Market St

QC JOB #: 10446928

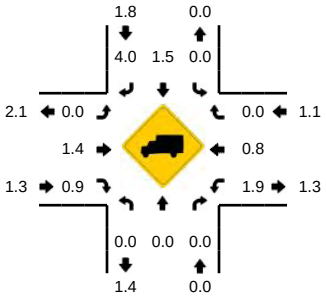
CITY/STATE: St Louis, MO

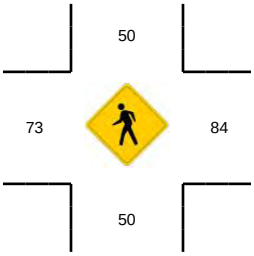
DATE: 8/20/2009

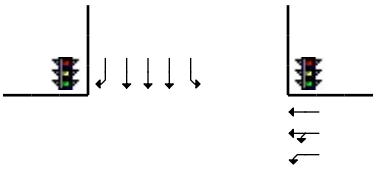


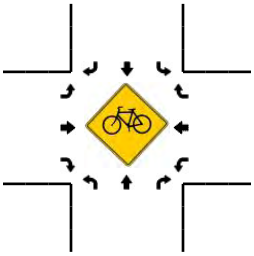
Peak-Hour: 4:30 PM -- 5:30 PM

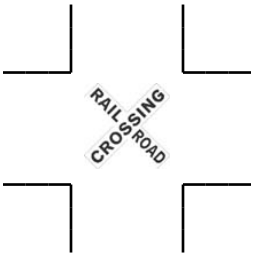
Peak 15-Min: 5:00 PM -- 5:15 PM



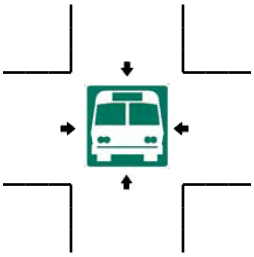












R* = RTOR

15-Min Count Period Beginning At	Broadway Ave (Northbound)					Broadway Ave (Southbound)					Market St (Eastbound)					Market St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	0	0	0	0	8	137	28	0	0	0	113	24	0	0	24	66	0	0	0	400	
3:45 PM	0	0	0	0	0	8	152	45	0	0	0	89	23	0	0	35	59	0	0	0	411	
4:00 PM	0	0	0	0	0	7	165	37	0	0	0	104	28	0	0	24	54	0	0	0	419	
4:15 PM	0	0	0	0	0	8	182	36	0	0	0	95	29	0	0	31	66	0	1	0	448	1678
4:30 PM	0	0	0	0	0	18	241	44	0	0	0	130	37	0	0	25	69	0	0	0	564	1842
4:45 PM	0	0	0	0	0	5	191	35	0	0	0	90	29	0	0	26	62	0	0	0	438	1869
5:00 PM	0	0	0	0	0	2	245	47	0	0	0	101	29	0	0	25	58	0	0	0	507	1957
5:15 PM	0	0	0	0	0	7	278	50	0	0	0	102	19	0	0	30	62	0	0	0	548	2057

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	8	980	188	0	0	0	404	116	0	0	100	232	0	0	0	2028
Heavy Trucks	0	0	0			0	12	0			0	8	0			0	0	0			20
Pedestrians		40					80					84					92				296
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

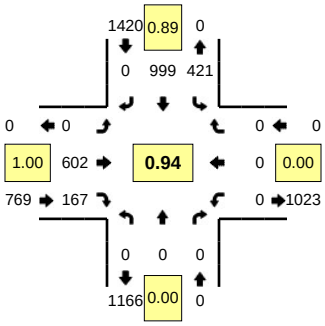
Method for determining peak hour: Total Entering Volume

LOCATION: Broadway Ave -- Chestnut St

QC JOB #: 10446930

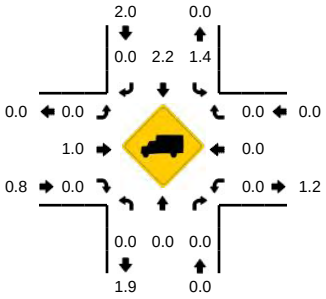
CITY/STATE: St Louis, MO

DATE: 8/20/2009

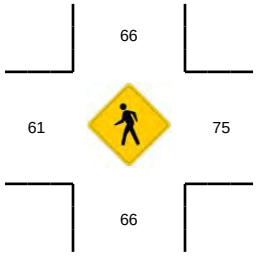


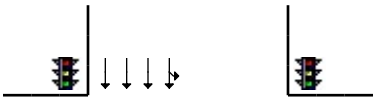
Peak-Hour: 4:30 PM -- 5:30 PM

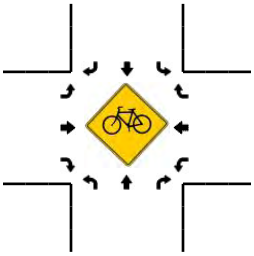
Peak 15-Min: 5:00 PM -- 5:15 PM

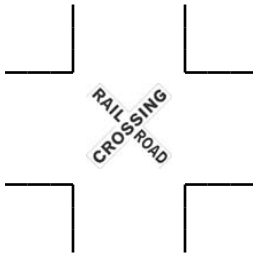




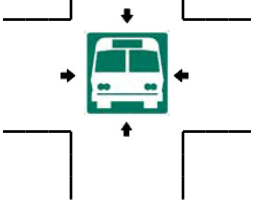












R* = RTOR

15-Min Count Period Beginning At	Broadway Ave (Northbound)					Broadway Ave (Southbound)					Chestnut St (Eastbound)					Chestnut St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	0	0	0	0	65	141	0	0	0	0	111	29	0	0	0	0	0	0	0	346	
3:45 PM	0	0	0	0	0	42	163	0	0	0	0	87	39	0	0	0	0	0	0	0	331	
4:00 PM	0	0	0	0	0	98	188	0	0	0	0	143	20	0	0	0	0	0	0	0	449	
4:15 PM	0	0	0	0	0	59	196	1	0	0	0	110	37	0	0	0	0	0	0	0	403	1529
4:30 PM	0	0	0	0	0	104	277	0	0	0	0	149	32	0	0	0	0	0	0	0	562	1745
4:45 PM	0	0	0	0	0	92	196	0	0	0	0	133	30	0	0	0	0	0	0	0	451	1865
5:00 PM	0	0	0	0	0	134	265	0	0	0	0	140	45	0	0	0	0	0	0	0	584	2000
5:15 PM	0	0	0	0	0	91	261	0	0	0	0	180	60	0	0	0	0	0	0	0	592	2189

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	536	1060	0	0	0	0	560	180	0	0	0	0	0	0	0	2336
Heavy Trucks	0	0	0			0	16	0			0	4	0			0	0	0			20
Pedestrians		64					48					88					76				276
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

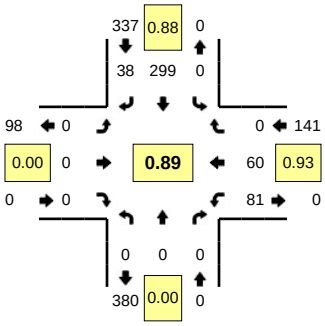
Method for determining peak hour: Total Entering Volume

LOCATION: Broadway Ave -- Pine St

QC JOB #: 10446932

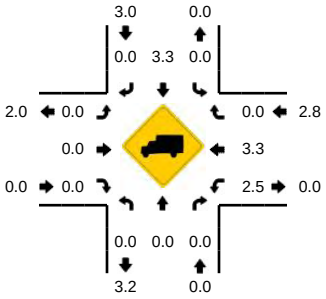
CITY/STATE: St Louis, MO

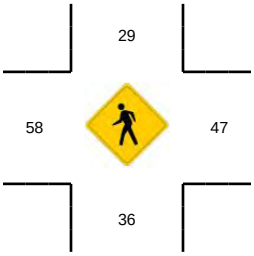
DATE: 8/20/2009

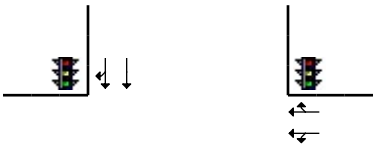


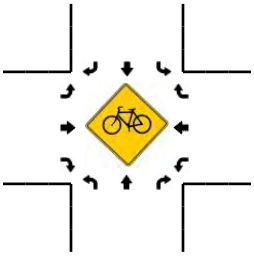
Peak-Hour: 4:30 PM -- 5:30 PM

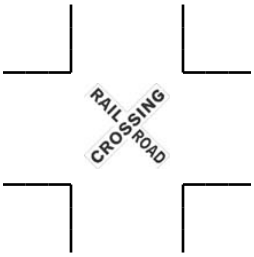
Peak 15-Min: 5:00 PM -- 5:15 PM



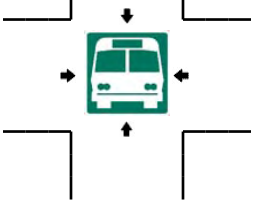












R* = RTOR

15-Min Count Period Beginning At	Broadway Ave (Northbound)					Broadway Ave (Southbound)					Pine St (Eastbound)					Pine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	0	0	0	0	0	232	30	0	0	0	0	0	0	0	54	30	0	0	0	346	
3:45 PM	0	0	0	0	0	0	189	37	0	0	0	0	0	0	0	38	26	0	0	0	290	
4:00 PM	0	0	0	0	0	0	156	24	0	0	0	0	0	0	0	45	22	0	0	0	247	
4:15 PM	0	0	0	0	0	0	123	11	0	0	0	0	0	0	0	30	10	0	0	0	174	1057
4:30 PM	0	0	0	0	0	0	114	13	0	0	0	0	0	0	0	26	17	0	0	0	170	881
4:45 PM	0	0	0	0	0	0	86	12	0	0	0	0	0	0	0	28	16	0	0	0	142	733
5:00 PM	0	0	0	0	0	0	86	10	0	0	0	0	0	0	0	15	23	0	0	0	134	620
5:15 PM	0	0	0	0	0	0	13	3	0	0	0	0	0	0	0	12	4	0	0	0	32	478

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	0	344	40	0	0	0	0	0	0	0	60	92	0	0	0	536
Heavy Trucks	0	0	0			0	12	0			0	0	0			0	4	0			16
Pedestrians		16					24					84					68				192
Bicycles																					
Railroad																					
Stopped Buses																					

Comments:

Report generated on 9/1/2009 11:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: I-55 NB off ramp to NB Memorial Drive
QC JOB #: 10446933
SPECIFIC LOCATION: 10 ft from Memorial Dr
DIRECTION: NB
CITY/STATE: St Louis, MO
DATE: Aug 20 2009 - Aug 20 2009

Start Time	Mon	Tue	Wed	Thu 20-Aug-09	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				58		58			58	
1:00 AM				50		50			50	
2:00 AM				29		29			29	
3:00 AM				31		31			31	
4:00 AM				52		52			52	
5:00 AM				195		195			195	
6:00 AM				575		575			575	
7:00 AM				1288		1288			1288	
8:00 AM				**1304**		**1304**			**1304**	
9:00 AM				828		828			828	
10:00 AM				563		563			563	
11:00 AM				573		573			573	
12:00 PM				486		486			486	
1:00 PM				525		525			525	
2:00 PM				519		519			519	
3:00 PM				**561**		**561**			**561**	
4:00 PM				541		541			541	
5:00 PM				485		485			485	
6:00 PM				339		339			339	
7:00 PM				309		309			309	
8:00 PM				275		275			275	
9:00 PM				262		262			262	
10:00 PM				250		250			250	
11:00 PM				217		217			217	
Day Total				10315		10315			10315	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				8:00 AM		8:00 AM			8:00 AM	
Volume				1304		1304			1304	
PM Peak				3:00 PM		3:00 PM			3:00 PM	
Volume				561		561			561	

Comments:

Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: I-70 NB off ramp to NB Memorial Drive
QC JOB #: 10446934
SPECIFIC LOCATION: 10 ft from Memorial Drive
DIRECTION: NB
CITY/STATE: St Louis, MO
DATE: Aug 20 2009 - Aug 20 2009

Start Time	Mon	Tue	Wed	Thu 20-Aug-09	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				24		24			24	
1:00 AM				19		19			19	
2:00 AM				19		19			19	
3:00 AM				15		15			15	
4:00 AM				29		29			29	
5:00 AM				63		63			63	
6:00 AM				144		144			144	
7:00 AM				**252**		**252**			**252**	
8:00 AM				197		197			197	
9:00 AM				143		143			143	
10:00 AM				119		119			119	
11:00 AM				141		141			141	
12:00 PM				128		128			128	
1:00 PM				121		121			121	
2:00 PM				126		126			126	
3:00 PM				**132**		**132**			**132**	
4:00 PM				120		120			120	
5:00 PM				122		122			122	
6:00 PM				102		102			102	
7:00 PM				79		79			79	
8:00 PM				77		77			77	
9:00 PM				90		90			90	
10:00 PM				78		78			78	
11:00 PM				74		74			74	
Day Total				2414		2414			2414	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				7:00 AM 252		7:00 AM 252			7:00 AM 252	
PM Peak Volume				3:00 PM 132		3:00 PM 132			3:00 PM 132	

Comments:

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NB Memorial Drive on ramp to I-70 NB
QC JOB #: 10446935
SPECIFIC LOCATION: 10 ft from Memorial Dr
DIRECTION: NB
CITY/STATE: St Louis, MO
DATE: Aug 20 2009 - Aug 20 2009

Start Time	Mon	Tue	Wed	Thu 20-Aug-09	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				86		86			86	
1:00 AM				59		59			59	
2:00 AM				54		54			54	
3:00 AM				29		29			29	
4:00 AM				54		54			54	
5:00 AM				61		61			61	
6:00 AM				152		152			152	
7:00 AM				258		258			258	
8:00 AM				196		196			196	
9:00 AM				260		260			260	
10:00 AM				249		249			249	
11:00 AM				**328**		**328**			**328**	
12:00 PM				327		327			327	
1:00 PM				360		360			360	
2:00 PM				526		526			526	
3:00 PM				761		761			761	
4:00 PM				**928**		**928**			**928**	
5:00 PM				889		889			889	
6:00 PM				423		423			423	
7:00 PM				218		218			218	
8:00 PM				242		242			242	
9:00 PM				201		201			201	
10:00 PM				169		169			169	
11:00 PM				160		160			160	
Day Total				6990		6990			6990	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 328		11:00 AM 328			11:00 AM 328	
PM Peak Volume				4:00 PM 928		4:00 PM 928			4:00 PM 928	

Comments:

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SB I-70 off ramp to SB Memorial Drive
QC JOB #: 10446936
SPECIFIC LOCATION: 10 ft from Memorial Dr
DIRECTION: SB
CITY/STATE: St Louis, MO
DATE: Aug 20 2009 - Aug 20 2009

Start Time	Mon	Tue	Wed	Thu 20-Aug-09	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				460		460			460	
1:00 AM				150		150			150	
2:00 AM				11		11			11	
3:00 AM				18		18			18	
4:00 AM				51		51			51	
5:00 AM				158		158			158	
6:00 AM				346		346			346	
7:00 AM				604		604			604	
8:00 AM				**615**		**615**			**615**	
9:00 AM				377		377			377	
10:00 AM				233		233			233	
11:00 AM				214		214			214	
12:00 PM				193		193			193	
1:00 PM				**232**		**232**			**232**	
2:00 PM				208		208			208	
3:00 PM				150		150			150	
4:00 PM				84		84			84	
5:00 PM				90		90			90	
6:00 PM				145		145			145	
7:00 PM				105		105			105	
8:00 PM				97		97			97	
9:00 PM				113		113			113	
10:00 PM				136		136			136	
11:00 PM				70		70			70	
Day Total				4860		4860			4860	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 615		8:00 AM 615			8:00 AM 615	
PM Peak Volume				1:00 PM 232		1:00 PM 232			1:00 PM 232	

Comments:

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SB Memorial Drive on ramp to EB I-70
QC JOB #: 10446937
SPECIFIC LOCATION: 10 ft from Memorial Dr
DIRECTION: SB
CITY/STATE: St Louis, MO
DATE: Aug 20 2009 - Aug 20 2009

Start Time	Mon	Tue	Wed	Thu 20-Aug-09	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				163		163			163	
1:00 AM				106		106			106	
2:00 AM				64		64			64	
3:00 AM				49		49			49	
4:00 AM				24		24			24	
5:00 AM				32		32			32	
6:00 AM				65		65			65	
7:00 AM				120		120			120	
8:00 AM				118		118			118	
9:00 AM				127		127			127	
10:00 AM				185		185			185	
11:00 AM				**230**		**230**			**230**	
12:00 PM				247		247			247	
1:00 PM				291		291			291	
2:00 PM				306		306			306	
3:00 PM				395		395			395	
4:00 PM				**651**		**651**			**651**	
5:00 PM				508		508			508	
6:00 PM				278		278			278	
7:00 PM				168		168			168	
8:00 PM				189		189			189	
9:00 PM				191		191			191	
10:00 PM				139		139			139	
11:00 PM				147		147			147	
Day Total				4793		4793			4793	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:00 AM		11:00 AM			11:00 AM	
Volume				230		230			230	
PM Peak				4:00 PM		4:00 PM			4:00 PM	
Volume				651		651			651	

Comments:

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SB Memorial Drive on ramp to SB I-55
QC JOB #: 10446938
SPECIFIC LOCATION: 10 ft from Memorial Dr
DIRECTION: SB
CITY/STATE: St Louis, MO
DATE: Aug 20 2009 - Aug 20 2009

Start Time	Mon	Tue	Wed	Thu 20-Aug-09	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				413		413			413	
1:00 AM				200		200			200	
2:00 AM				123		123			123	
3:00 AM				79		79			79	
4:00 AM				72		72			72	
5:00 AM				69		69			69	
6:00 AM				216		216			216	
7:00 AM				371		371			371	
8:00 AM				344		344			344	
9:00 AM				317		317			317	
10:00 AM				378		378			378	
11:00 AM				**522**		**522**			**522**	
12:00 PM				568		568			568	
1:00 PM				633		633			633	
2:00 PM				789		789			789	
3:00 PM				939		939			939	
4:00 PM				1593		1593			1593	
5:00 PM				**1961**		**1961**			**1961**	
6:00 PM				961		961			961	
7:00 PM				535		535			535	
8:00 PM				420		420			420	
9:00 PM				396		396			396	
10:00 PM				337		337			337	
11:00 PM				300		300			300	
Day Total				12536		12536			12536	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:00 AM		11:00 AM			11:00 AM	
Volume				522		522			522	
PM Peak				5:00 PM		5:00 PM			5:00 PM	
Volume				1961		1961			1961	

Comments:

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Appendix B
Timing diagrams

Programmed EPAC Data

6/9/2009
9:49:00AM

Intersection Name: NB Memorial @ Walnut **Intersection Alias: BW23**

Access Code: 9999 Channel: 27 Address: 23 Revision: 3.32k

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	4.0	50	50	4.0	1.5
3	5	3.0	30	30	4.0	1.1
4	10	4.0	45	45	4.0	1.1

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	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

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	10	No	1	No
3	0	0	No	0	No
4	7	14	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	Ped	0
Inactive	None	Max	None	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	No	No	No	No
No	No	No	No	No

Special Sequence
Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector
Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 2sec
Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0
ABC connector Input Modes: 0
ABC connector Output Modes: 0
D connector Input Modes: 0
D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash
Test A = Flash

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	4
3	1	1
4	1	3

Phase(s)

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

Alternate Sequences

Alternate Sequences

		1
Phase Pair(s)	1	**3** **4**

Port 1 Data

BIU Addr	Port Status	Message
18	Used	40 No

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	43	1=Coordinate	3	12	0=Actuated	4	30	3=Max Recall			

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	37	1=Coordinate	3	22	0=Actuated	4	26	3=Max Recall			

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	37	1=Coordinate	3	22	0=Actuated	4	26	3=Max Recall			

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	58	1=Coordinate	3	12	0=Actuated	4	30	3=Max Recall			

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	45	1=Coordinate	3	12	0=Actuated	4	43	3=Max Recall			

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	3	22	0=Actuated	4	28	3=Max Recall			

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	3	22	0=Actuated	4	28	3=Max Recall			

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	3	12	0=Actuated	4	43	3=Max Recall			

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	3	12	0=Actuated	4	48	3=Max Recall			

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	3	22	0=Actuated	4	28	3=Max Recall			

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	3	22	0=Actuated	4	28	3=Max Recall			

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	3	15	0=Actuated	4	50	3=Max Recall			

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	26	1=Coordinate	3	29	0=Actuated	4	30	3=Max Recall			

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	47	1=Coordinate	3	29	0=Actuated	4	24	3=Max Recall			

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	29	1=Coordinate	3	29	0=Actuated	4	42	3=Max Recall			

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	29	1=Coordinate	3	29	0=Actuated	4	42	3=Max Recall			

Traffic Plan Data

Plan	Offset Time	Alt. Sequence	Mode	Rg 2 Lag Time	Rg 3 Lag Time	Rg 4 Lag Time
1/1/1	6	0	0=Normal	0	0	0
1/2/1	18	0	0=Normal	0	0	0
1/3/1	18	0	0=Normal	0	0	0
1/4/1	74	0	0=Normal	0	0	0
2/1/1	75	0	0=Normal	0	0	0
2/2/1	39	0	0=Normal	0	0	0
2/3/1	39	0	0=Normal	0	0	0
2/4/1	114	0	0=Normal	0	0	0
3/1/1	41	0	0=Normal	0	0	0
3/2/1	96	0	0=Normal	0	0	0
3/3/1	96	0	0=Normal	0	0	0
3/4/1	35	0	0=Normal	0	0	0
4/1/1	58	0	0=Normal	0	0	0
4/1/2	58	0	0=Normal	0	0	0
4/1/3	58	0	0=Normal	0	0	0
4/2/1	47	0	0=Normal	0	0	0
4/2/2	47	0	0=Normal	0	0	0
4/2/3	47	0	0=Normal	0	0	0
4/3/1	37	0	0=Normal	0	0	0
4/3/2	37	0	0=Normal	0	0	0
4/3/3	37	0	0=Normal	0	0	0
4/4/1	37	0	0=Normal	0	0	0
4/4/2	37	0	0=Normal	0	0	0
4/4/3	37	0	0=Normal	0	0	0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Equate Days

Source Day	1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

PHASE FUNCTION

Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	2	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	5:30	2/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	9:0	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	14:30	3/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	18:30	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	5
2	5
3	5
4	5

Flash = Preempt 1 | Preepmt 2 = Preempt 3 | Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2 | Preepmt 3 = Preempt 4 | Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
2	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
3	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
4	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
5	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
6	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No | Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Speed Trap Dial/Split/Offset

Speed Trap Low Treshold

Speed Trap High Treshold

//

Default Data

Default Data

Volume Detector Data

Report Interval

Volume Detector Number

Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
9:51:01AM

Intersection Name: SB Memorial @ Walnut **Intersection Alias: BW30**

Access Code: 9999 Channel: 27 Address: 30 Revision: 3.32k

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	3.0	45	45	4.0	1.2
4	10	3.0	45	45	4.0	1.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	10	No	1	No
4	7	10	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	Ped	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	No	No	No	No

Special Sequence
Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector
Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:
Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 4sec
Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0
ABC connector Input Modes: 0
ABC connector Output Modes: 0
D connector Input Modes: 0
D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash
Test A = Flash

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Phase(s)	Overlaps A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Concurrent Phases	Phase(s) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

Alternate Sequences

Phase Pair(s)

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Message 40
8	Used	No
18	Used	No

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 0=Plan

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/4	100
2/1	100
2/4	120
3/1	100
3/4	120

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	73	1=Coordinate	4	27	0=Actuated						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	75	1=Coordinate	4	25	3=Max Recall						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	95	1=Coordinate	4	25	0=Actuated						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	4	40	0=Actuated						

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 63	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 58	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 55	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 98	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 28	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 18	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1																	
2	2	0:1	1/4/1																	
3	2	5:30	2/4/1																	
4	2	9:0	1/4/1																	
5	2	14:30	3/4/1																	
6	2	18:30	1/4/1																	

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	10
2	10
3	10
4	10

Flash > Preepmt 1	Preepmt 2 = Preempt 3	Preepmt 4 = Preempt 5
Preepmt 1 > Preempt 2	Preepmt 3 = Preempt 4	Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
2	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
3	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
4	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
5	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
6	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 3

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 4

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 5

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 6

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
5	5	0	0	0	0
6	6	0	0	0	0
7	7	0	0	0	0

Queue 1 Detectors | System Detectors | Weight Factor

Default Data

Queue 2 Detectors | System Detectors | Weight Factor

Default Data

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

Default Data - No Diag 1 Values

Default Data

Volume Detector Data

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
9:53:13AM

Intersection Name: NB Memorial @ Market **Intersection Alias:** BW24

Access Code: 9999 Channel: 27 Address: 24 Revision: Unknown

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	4.0	45	45	4.0	1.2
5	5	3.0	20	20	4.0	0.5
6	10	4.0	45	45	4.0	1.2

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	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

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	0	0	No	0	No
5	0	0	No	0	No
6	0	0	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	None	0
Inactive	None	Max	None	0
Green	None	Max	None	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	No	No	No	No
No	No	No	No	No

Special Sequence
Default Data

Vehical Detector Phase Assignment

Assigned Phase | Mode | Switched Phase | Extend | Delay

Default Data

Pedestrian Detector
Default Data

Special Detector Phase Assignment

Assign Phase | Mode | Switched Phase | Extend | Delay

:

Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 2sec
Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0
ABC connector Input Modes: 0
ABC connector Output Modes: 0
D connector Input Modes: 0
D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash
Test A = Flash

Phase | Flash Entry Phase | Flash Exit Phase

Default Data - No Flash

Channel | Flash Color | Flash Alternat

Default Data - No Flash

Overlaps

Phase(s)	Overlaps A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
5	2	6
6	2	7

Concurrent Phases	Phase(s) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

Alternate Sequences

Port 1 Data

BIU Addr	Port Status	Message 40
18	Used	No

Phase Pair(s)

No Alternate Sequences Programmed

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	63	1=Coordinate	4	22	0=Actuated	5	35	3=Max Recall	6	28	1=Coordinate

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	63	1=Coordinate	4	22	0=Actuated	5	43	3=Max Recall	6	20	1=Coordinate

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	63	1=Coordinate	4	22	0=Actuated	5	43	3=Max Recall	6	20	1=Coordinate

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	78	1=Coordinate	4	22	0=Actuated	5	25	3=Max Recall	6	53	1=Coordinate

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	78	1=Coordinate	4	22	0=Actuated	5	35	3=Max Recall	6	43	1=Coordinate

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	78	1=Coordinate	4	22	0=Actuated	5	50	3=Max Recall	6	28	1=Coordinate

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	78	1=Coordinate	4	22	0=Actuated	5	50	3=Max Recall	6	28	1=Coordinate

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	98	1=Coordinate	4	22	0=Actuated	5	35	3=Max Recall	6	63	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	78	1=Coordinate	4	22	0=Actuated	5	25	3=Max Recall	6	53	1=Coordinate

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	78	1=Coordinate	4	22	0=Actuated	5	50	3=Max Recall	6	28	1=Coordinate

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	78	1=Coordinate	4	22	0=Actuated	5	50	3=Max Recall	6	28	1=Coordinate

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	98	1=Coordinate	4	22	0=Actuated	5	22	3=Max Recall	6	76	1=Coordinate

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	67	1=Coordinate	4	18	0=Actuated	5	45	3=Max Recall	6	22	1=Coordinate

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	82	1=Coordinate	4	18	0=Actuated	5	60	3=Max Recall	6	22	1=Coordinate

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	82	1=Coordinate	4	18	0=Actuated	5	41	3=Max Recall	6	41	1=Coordinate

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	82	1=Coordinate	4	18	0=Actuated	5	41	3=Max Recall	6	41	1=Coordinate

Traffic Plan Data

Plan	Offset Time	Alt. Sequence	Mode	Rg 2 Lag Time	Rg 3 Lag Time	Rg 4 Lag Time
Plan: **1/1/1**	Offset Time: 13	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 82	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 82	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 36	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 6	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 112	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 7	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 7	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 7	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 119	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 6	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/2**	Offset Time: 6	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/3**	Offset Time: 6	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/1**	Offset Time: 56	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 56	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/3**	Offset Time: 56	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/1**	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/2**	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/2**	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/3**	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

PHASE FUNCTION

Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	2	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	5:30	2/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	9:0	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	14:30	3/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	18:30	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	5
2	5
3	5
4	5

Flash = Preempt 1 | Preepmt 2 = Preempt 3 | Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2 | Preepmt 3 = Preempt 4 | Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
2	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
3	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
4	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
5	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
6	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	65	1,000	3	10	5
2	66	1,000	3	10	5
3	67	1,000	3	10	5
4	68	1,000	3	10	5
5	69	1,000	3	10	5
6	70	1,000	3	10	5
7	71	1,000	3	10	5
8	72	1,000	3	10	5

Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor
Default Data			**Default Data**		

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Default Data

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

Default Data

Volume Detector Data

Volume Detector Number	Controller Detector Channel

Report Interval

Default Data

Programmed EPAC Data

6/9/2009
9:52:16AM

Intersection Name: SB Memorial @ Market **Intersection Alias: BW29**

Access Code: 9999 Channel: 27 Address: 29 Revision: 3.32h

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	4.0	45	45	4.0	1.1
4	10	4.0	45	45	4.0	0.9

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	10	No	1	No
4	7	10	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	Ped	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	No	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 2sec

Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
2	Yes	Yes

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Phase(s)

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

Alternate Sequences

Alternate Sequences

Phase
Pair(s)

No Alternate
Sequences
Programmed

Port 1 Data

BIU Addr	Port Status	Message 40
8	Used	No
18	Used	No

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 1=Cycle
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	120
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	45	1=Coordinate	4	40	3=Max Recall						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	45	1=Coordinate	4	40	3=Max Recall						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	45	1=Coordinate	4	40	3=Max Recall						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	4	40	3=Max Recall						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	75	1=Coordinate	4	25	3=Max Recall						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	75	1=Coordinate	4	25	3=Max Recall						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	85	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	85	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	39	1=Coordinate	4	46	3=Max Recall						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	60	3=Max Recall						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	59	1=Coordinate	4	41	3=Max Recall						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	59	1=Coordinate	4	41	3=Max Recall						

Traffic Plan Data

Plan	Offset Time	Alt. Sequence	Mode	Rg 2 Lag Time	Rg 3 Lag Time	Rg 4 Lag Time
Plan: **1/1/1**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 67	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 67	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 65	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 38	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 33	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 40	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 21	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 18	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 23	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 41	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/2**	Offset Time: 41	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/3**	Offset Time: 41	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/1**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/3**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/1**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/2**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/2**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/3**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

PHASE FUNCTION

Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	2	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	5:30	2/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	9:0	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	14:30	3/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	18:30	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	5
2	5
3	5
4	5

Flash = Preempt 1 | Preepmt 2 = Preempt 3 | Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2 | Preepmt 3 = Preempt 4 | Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
2	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
3	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
4	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
5	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
6	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	65	1,000	3	10	5
2	66	1,000	3	10	5
3	67	1,000	3	10	5
4	68	1,000	3	10	5
5	69	1,000	3	10	5
6	70	1,000	3	10	5
7	71	1,000	3	10	5
8	72	1,000	3	10	5

Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor
Default Data			**Default Data**		

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Default Data

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

Default Data

Volume Detector Data

Volume Detector Number	Controller Detector Channel

Report Interval

Default Data

Programmed EPAC Data

6/9/2009
9:26:45AM

Intersection Name: NB Memorial @ Chestnut **Intersection Alias: BW25**

Access Code: 9999 Channel: 27 Address: 25 Revision: Unknown

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	4.0	75	75	4.0	1.3
4	10	4.0	55	55	4.0	1.2

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	10	No	1	No
4	7	10	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	Ped	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	Yes	No	No	No
No	Yes	No	No	No

Special Sequence
Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector
Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:
Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 2sec
Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0
ABC connector Input Modes: 0
ABC connector Output Modes: 0
D connector Input Modes: 0
D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash
Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
2	Yes	Yes

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
C	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Trail Green
Trail Yellow
Trail Red
Plus Green
Minus Green

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Phase(s)

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

Alternate Sequences

Alternate Sequences

Phase
Pair(s)

No Alternate
Sequences
Programmed

Port 1 Data

BIU Addr	Port Status	Message 40
8	Used	No
18	Used	No

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 1=Cycle
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	4	35	3=Max Recall						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	4	35	3=Max Recall						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	4	35	3=Max Recall						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	61	1=Coordinate	4	39	3=Max Recall						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	4	40	3=Max Recall						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	4	50	3=Max Recall						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	60	3=Max Recall						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	45	1=Coordinate	4	40	3=Max Recall						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	4	30	3=Max Recall						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	49	1=Coordinate	4	51	3=Max Recall						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	49	1=Coordinate	4	51	3=Max Recall						

Traffic Plan Data

Plan	Offset Time	Alt. Sequence	Mode	Rg 2 Lag Time	Rg 3 Lag Time	Rg 4 Lag Time
Plan: **1/1/1**	Offset Time: 45	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 36	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 36	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 62	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 37	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 37	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 24	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 42	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 35	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 35	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 42	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 59	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/2**	Offset Time: 59	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/3**	Offset Time: 59	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/1**	Offset Time: 8	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 8	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/3**	Offset Time: 8	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/1**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/2**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/2**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/3**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving   Month: 3   Week: 2   Cycle Zero Reference   Hours: 24   Min: 0

End of Daylight Saving   Month: 11   Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	2	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	5:30	2/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	9:0	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	14:30	3/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	18:30	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	5
2	5
3	5
4	5

Flash = Preempt 1 | Preepmt 2 = Preempt 3 | Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2 | Preepmt 3 = Preempt 4 | Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
2	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
3	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
4	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
5	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
6	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	65	1,000	3	10	5
2	66	1,000	3	10	5
3	67	1,000	3	10	5
4	68	1,000	3	10	5
5	69	1,000	3	10	5
6	70	1,000	3	10	5
7	71	1,000	3	10	5
8	72	1,000	3	10	5

Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor
Default Data			**Default Data**		

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Default Data

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

Default Data

Volume Detector Data

Volume Detector Number	Controller Detector Channel

Report Interval

Default Data

Programmed EPAC Data

6/9/2009
9:26:18AM

Intersection Name: SB Memorial @ Chestnut **Intersection Alias: BW28**

Access Code: 9999 Channel: 27 Address: 28 Revision: Unknown

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	4.0	65	65	4.0	2.0
4	10	4.0	55	55	4.0	2.0
7	5	3.0	30	30	4.0	1.0
8	10	4.0	55	55	4.0	2.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	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

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	10	No	1	No
4	7	10	No	1	No
7	0	0	No	0	No
8	7	10	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	Ped	0
Inactive	None	Max	Ped	0
Inactive	None	Max	None	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	Yes	No	No	No
No	Yes	No	No	No
No	No	No	No	No
No	Yes	No	No	No

Special Sequence
Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector
Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:
Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 2sec
Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0
ABC connector Input Modes: 0
ABC connector Output Modes: 0
D connector Input Modes: 0
D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash
Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
2	Yes	Yes

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1
7	2	5
8	2	7

Phase(s)

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

Alternate Sequences

Alternate Sequences

Phase Pair(s)

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Message 40
8	Used	No
18	Used	No

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	49	1=Coordinate	4	36	3=Max Recall	7	13	3=Max Recall	8	23	3=Max Recall

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	44	1=Coordinate	4	41	3=Max Recall	7	21	3=Max Recall	8	20	3=Max Recall

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	44	1=Coordinate	4	41	3=Max Recall	7	21	3=Max Recall	8	20	3=Max Recall

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall	7	17	3=Max Recall	8	23	3=Max Recall

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	62	1=Coordinate	4	38	3=Max Recall	7	15	3=Max Recall	8	23	3=Max Recall

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	4	30	3=Max Recall	7	15	3=Max Recall	8	15	3=Max Recall

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	4	30	3=Max Recall	7	15	3=Max Recall	8	15	3=Max Recall

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	87	1=Coordinate	4	33	3=Max Recall	7	14	3=Max Recall	8	19	3=Max Recall

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	52	1=Coordinate	4	48	3=Max Recall	7	25	3=Max Recall	8	23	3=Max Recall

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall	7	25	3=Max Recall	8	15	3=Max Recall

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall	7	25	3=Max Recall	8	15	3=Max Recall

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	60	3=Max Recall	7	40	3=Max Recall	8	20	3=Max Recall

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	42	1=Coordinate	4	43	3=Max Recall	7	20	3=Max Recall	8	23	3=Max Recall

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	64	1=Coordinate	4	36	3=Max Recall	7	13	3=Max Recall	8	23	3=Max Recall

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	49	1=Coordinate	4	51	3=Max Recall	7	28	3=Max Recall	8	23	3=Max Recall

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	49	1=Coordinate	4	51	3=Max Recall	7	28	3=Max Recall	8	23	3=Max Recall

Traffic Plan Data

Plan	Offset Time	Alt. Sequence	Mode	Rg 2 Lag Time	Rg 3 Lag Time	Rg 4 Lag Time
Plan: **1/1/1**	Offset Time: 44	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 54	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 54	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 56	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 27	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 34	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 34	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 15	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 39	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 39	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 39	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 38	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/2**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/3**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/1**	Offset Time: 8	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 8	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/3**	Offset Time: 8	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/1**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/2**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/2**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/3**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving — Month: 3 — Week: 2 — Cycle Zero Reference — Hours: 24 — Min: 0

End of Daylight Saving — Month: 11 — Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

PHASE FUNCTION

Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1																	
2	2	0:1	1/4/1																	
3	2	5:30	2/4/1																	
4	2	9:0	1/4/1																	
5	2	14:30	3/4/1																	
6	2	18:30	1/4/1																	

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	5
2	5
3	5
4	5

Flash = Preempt 1 | Preepmt 2 = Preempt 3 | Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2 | Preepmt 3 = Preempt 4 | Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
2	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
3	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
4	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
5	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
6	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	65	1,000	3	10	5
2	66	1,000	3	10	5
3	67	1,000	3	10	5
4	68	1,000	3	10	5
5	69	1,000	3	10	5
6	70	1,000	3	10	5
7	71	1,000	3	10	5
8	72	1,000	3	10	5

Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor
Default Data			**Default Data**		

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Default Data

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

Default Data

Volume Detector Data

Volume Detector Number	Controller Detector Channel

Report Interval

Default Data

Programmed EPAC Data

6/9/2009
9:23:55AM

Intersection Name: NB Memorial @ Pine

Intersection Alias: BW26

Access Code: 9999 Channel: 27 Address: 26 Revision: 3.32h

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	4.5	25	35	4.0	2.0
4	10	4.5	25	35	4.0	2.0
5	5	3.0	20	30	4.0	0.0
6	10	4.5	25	35	4.0	2.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	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

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	0	0	No	0	No
4	5	10	No	2	No
5	0	0	No	0	No
6	0	0	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Yellow	None	Max	None	0
Inactive	None	None	None	0
Inactive	None	Max	None	0
Green	None	Max	None	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	No	No	No	No
No	No	No	No	No
No	No	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 5sec Startup State: All Red Red Revert: 2sec

Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1
5	2	6
6	2	7

Phase(s)

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

Alternate Sequences

Alternate Sequences

Phase Pair(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	**1 2**	**3 4**	**1 2**	**5 6**	**1 2**	**3 4**	**1 2**	**7 8**	**1 2**	**3 4**	**1 2**	**5 6**	**1 2**	**3 4**	**1 2**
2	**0 0**	**0 0**	**3 4**	**0 0**	**5 6**	**5 6**	**3 4**	**0 0**	**7 8**	**7 8**	**3 4**	**7 8**	**5 6**	**5 6**	**3 4**
3	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**5 6**	**0 0**	**0 0**	**0 0**	**7 8**	**0 0**	**7 8**	**7 8**	**5 6**
4	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**7 8**

Port 1 Data

BIU Addr	Port Status	Message 40

Default Data

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	63	1=Coordinate	4	22	0=Actuated	5	40	3=Max Recall	6	23	1=Coordinate

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	68	1=Coordinate	4	17	3=Max Recall	5	40	3=Max Recall	6	28	1=Coordinate

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	68	1=Coordinate	4	17	3=Max Recall	5	40	3=Max Recall	6	28	1=Coordinate

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	78	1=Coordinate	4	22	0=Actuated	5	40	3=Max Recall	6	38	1=Coordinate

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	78	1=Coordinate	4	22	0=Actuated	5	35	3=Max Recall	6	43	1=Coordinate

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	83	1=Coordinate	4	17	3=Max Recall	5	40	3=Max Recall	6	43	1=Coordinate

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	83	1=Coordinate	4	17	3=Max Recall	5	40	3=Max Recall	6	43	1=Coordinate

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	98	1=Coordinate	4	22	0=Actuated	5	45	3=Max Recall	6	53	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	78	1=Coordinate	4	22	0=Actuated	5	40	3=Max Recall	6	38	1=Coordinate

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	83	1=Coordinate	4	17	3=Max Recall	5	40	3=Max Recall	6	43	1=Coordinate

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	83	1=Coordinate	4	17	3=Max Recall	5	40	3=Max Recall	6	43	1=Coordinate

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	98	1=Coordinate	4	22	0=Actuated	5	40	3=Max Recall	6	58	1=Coordinate

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	68	1=Coordinate	4	17	3=Max Recall	5	30	3=Max Recall	6	38	1=Coordinate

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	83	1=Coordinate	4	17	3=Max Recall	5	40	3=Max Recall	6	43	1=Coordinate

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	83	1=Coordinate	4	17	3=Max Recall	5	40	3=Max Recall	6	43	1=Coordinate

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	83	1=Coordinate	4	17	3=Max Recall	5	40	3=Max Recall	6	43	1=Coordinate

Traffic Plan Data

Plan	Offset Time	Alt. Sequence	Mode	Rg 2 Lag Time	Rg 3 Lag Time	Rg 4 Lag Time
1/1/1	13	0	0=Normal	0	0	0
1/2/1	4	0	0=Normal	0	0	0
1/3/1	4	0	0=Normal	0	0	0
1/4/1	90	0	0=Normal	0	0	0
2/1/1	5	0	0=Normal	0	0	0
2/2/1	45	0	0=Normal	0	0	0
2/3/1	45	0	0=Normal	0	0	0
2/4/1	64	0	0=Normal	0	0	0
3/1/1	12	0	0=Normal	0	0	0
3/2/1	12	0	0=Normal	0	0	0
3/3/1	12	0	0=Normal	0	0	0
3/4/1	107	0	0=Normal	0	0	0
4/1/1	51	0	0=Normal	0	0	0
4/1/2	51	0	0=Normal	0	0	0
4/1/3	51	0	0=Normal	0	0	0
4/2/1	9	0	0=Normal	0	0	0
4/2/2	9	0	0=Normal	0	0	0
4/2/3	9	0	0=Normal	0	0	0
4/3/1	21	0	0=Normal	0	0	0
4/3/2	21	0	0=Normal	0	0	0
4/3/3	21	0	0=Normal	0	0	0
4/4/1	21	0	0=Normal	0	0	0
4/4/2	21	0	0=Normal	0	0	0
4/4/3	21	0	0=Normal	0	0	0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

PHASE FUNCTION

Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	2	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	5:30	2/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	9:0	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	14:30	3/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	18:30	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	0
2	0
3	0
4	0

Flash = Preempt 1 | Preepmt 2 = Preempt 3 | Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2 | Preepmt 3 = Preempt 4 | Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
2	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
3	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
4	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
5	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
6	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph. Track Dwell Cycle

Default Data

Pedestrian Phases

Ph. Track Dwell Cycle

Default Data

Overlaps

Ovlp. Track Dwell Cycle

Default Data

Preempt 5

Vehical Phases

Ph. Track Dwell Cycle

Default Data

Pedestrian Phases

Ph. Track Dwell Cycle

Default Data

Overlaps

Ovlp. Track Dwell Cycle

Default Data

Preempt 6

Vehical Phases

Ph. Track Dwell Cycle

Default Data

Pedestrian Phases

Ph. Track Dwell Cycle

Default Data

Overlaps

Ovlp. Track Dwell Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No

2nd Phone:

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No

Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

Default Data - No Diag 1 Values

Volume Detector Data

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
9:23:31AM

Intersection Name: SB Memorial @ Pine **Intersection Alias: BW27**

Access Code: 9999 Channel: 27 Address: 27 Revision: Unknown

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	4.5	25	35	4.0	2.0
4	10	4.5	25	35	4.0	2.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	5	10	No	1	No
4	5	10	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Min	None	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	No	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

Assigned Phase | Mode | Switched Phase | Extend | Delay

Default Data

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase | Mode | Switched Phase | Extend | Delay

:

Default Data

Unit Data

General Control

Startup Time: 5sec Startup State: All Red Red Revert: 2sec

Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash

Phase | Flash Entry Phase | Flash Exit Phase

Default Data - No Flash

Channel | Flash Color | Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Phase(s)

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

Alternate Sequences

Alternate Sequences

Phase Pair(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	**1 2**	**3 4**	**1 2**	**5 6**	**1 2**	**3 4**	**1 2**	**7 8**	**1 2**	**3 4**	**1 2**	**5 6**	**1 2**	**3 4**	**1 2**
2	**0 0**	**0 0**	**3 4**	**0 0**	**5 6**	**5 6**	**3 4**	**0 0**	**7 8**	**7 8**	**3 4**	**7 8**	**5 6**	**5 6**	**3 4**
3	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**5 6**	**0 0**	**0 0**	**0 0**	**7 8**	**0 0**	**7 8**	**7 8**	**5 6**
4	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**7 8**

Port 1 Data

BIU Addr	Port Status	Message 40

Default Data

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	120
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	45	1=Coordinate	4	40	3=Max Recall						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	45	1=Coordinate	4	40	3=Max Recall						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	45	1=Coordinate	4	40	3=Max Recall						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	45	3=Max Recall						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	45	3=Max Recall						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	45	3=Max Recall						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	55	3=Max Recall						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	53	1=Coordinate	4	47	3=Max Recall						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	53	1=Coordinate	4	47	3=Max Recall						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	75	1=Coordinate	4	45	3=Max Recall						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	75	1=Coordinate	4	45	3=Max Recall						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	54	1=Coordinate	4	46	3=Max Recall						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall						

Traffic Plan Data

Plan	Offset Time	Alt. Sequence	Mode	Rg 2 Lag Time	Rg 3 Lag Time	Rg 4 Lag Time
Plan: **1/1/1**	Offset Time: 52	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 52	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 52	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 45	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 44	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 57	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 57	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 116	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 40	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 40	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 35	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/2**	Offset Time: 35	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/3**	Offset Time: 35	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/1**	Offset Time: 99	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 99	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/3**	Offset Time: 99	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/1**	Offset Time: 24	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/2**	Offset Time: 24	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 24	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 24	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/2**	Offset Time: 24	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/3**	Offset Time: 24	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving   Month: 3   Week: 2   Cycle Zero Reference   Hours: 24   Min: 0

End of Daylight Saving   Month: 11   Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	2	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	5:30	2/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	9:0	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	14:30	3/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	18:30	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	0
2	0
3	0
4	0

Flash = Preempt 1 | Preepmt 2 = Preempt 3 | Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2 | Preepmt 3 = Preempt 4 | Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
2	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
3	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
4	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
5	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
6	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph. Track Dwell Cycle

Default Data

Pedestrian Phases

Ph. Track Dwell Cycle

Default Data

Overlaps

Ovlp. Track Dwell Cycle

Default Data

Preempt 5

Vehical Phases

Ph. Track Dwell Cycle

Default Data

Pedestrian Phases

Ph. Track Dwell Cycle

Default Data

Overlaps

Ovlp. Track Dwell Cycle

Default Data

Preempt 6

Vehical Phases

Ph. Track Dwell Cycle

Default Data

Pedestrian Phases

Ph. Track Dwell Cycle

Default Data

Overlaps

Ovlp. Track Dwell Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No

2nd Phone:

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No

Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

Default Data - No Diag 1 Values

Volume Detector Data

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
9:20:54AM

Intersection Name: 4th @ Walnut **Intersection Alias: BW3**

Access Code: 9999 Channel: 27 Address: 3 Revision: 3.32

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	0.0	70	70	4.0	1.7
4	5	0.0	40	40	4.0	1.3

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	23	No	1	No
4	7	17	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	Ped	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	No	No	No	No

Special Sequence
Default Data

Vehical Detector Phase Assignment

	Assigned Phase	Mode	Switched Phase	Extend	Delay
:					

Default Data

Pedestrian Detector
Default Data

Special Detector Phase Assignment

	Assign Phase	Mode	Switched Phase	Extend	Delay
:					

Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 2sec
Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0
ABC connector Input Modes: 0
ABC connector Output Modes: 0
D connector Input Modes: 0
D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash
Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
2	Yes	Yes

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Phase(s)

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

Alternate Sequences

Alternate Sequences

Port 1 Data

BIU Addr	Port Status	Message 40
18	Used	No

Phase Pair(s)

No Alternate Sequences Programmed

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	4	35	3=Max Recall						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	4	35	3=Max Recall						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	4	35	3=Max Recall						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	3=Max Recall						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	85	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	4	50	3=Max Recall						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 46	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 25	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 25	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 23	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 41	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 56	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 56	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 64	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 19	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 13	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 13	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 23	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 45	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 76	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/2**	Offset Time: 23	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 23	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1																	
2	2	0:1	1/4/1																	
3	2	5:30	2/4/1																	
4	2	9:0	1/4/1																	
5	2	14:30	3/4/1																	
6	2	18:30	1/4/1																	

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	5
2	5
3	5
4	5

Flash = Preempt 1	Preepmt 2 = Preempt 3	Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2	Preepmt 3 = Preempt 4	Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
2	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
3	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
4	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
5	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
6	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	65	1,000	3	10	5
2	66	1,000	3	10	5
3	67	1,000	3	10	5
4	68	1,000	3	10	5
5	69	1,000	3	10	5
6	70	1,000	3	10	5
7	71	1,000	3	10	5
8	72	1,000	3	10	5

Queue 1 Detectors | System Detectors | Weight Factor

Default Data

Queue 2 Detectors | System Detectors | Weight Factor

Default Data

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Speed Trap Dial/Split/Offset

Speed Trap Low Treshold

Speed Trap High Treshold

//

Default Data

Default Data

Volume Detector Data

Report Interval

Volume Detector Number

Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
9:19:32AM

Intersection Name: 4th @ Market

Intersection Alias: BW4

Access Code: 9999 Channel: 27 Address: 4 Revision: Unknown

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	3.0	35	45	4.0	1.2
4	5	3.0	25	35	4.0	1.4
8	5	3.0	25	35	4.0	1.4
12	5	3.0	25	35	4.0	1.4

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	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

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	20	No	1	No
4	0	0	No	0	No
8	7	18	No	1	No
12	35	18	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	Ped	0
Inactive	None	Max	None	0
Inactive	None	Max	Ped	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	Yes	No	No	No
No	No	No	No	No
No	No	No	No	No
No	No	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 2sec

Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
2	Yes	Yes

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	8
4	1	2
8	1	4
12	2	12

Phase(s)

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

Alternate Sequences

Alternate Sequences

Phase Pair(s)

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Message 40
8	Used	No
18	Used	No

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.12 Ped	10	12 - Ph.12 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	31	1=Coordinate	4	27	3=Max Recall	8	27	3=Max Recall	12	55	3=Max Recall

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	31	1=Coordinate	4	27	3=Max Recall	8	27	3=Max Recall	12	55	3=Max Recall

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	31	1=Coordinate	4	27	3=Max Recall	8	27	3=Max Recall	12	55	3=Max Recall

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	44	1=Coordinate	4	26	3=Max Recall	8	30	3=Max Recall	12	55	3=Max Recall

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	30	1=Coordinate	4	20	3=Max Recall	8	50	3=Max Recall	12	55	3=Max Recall

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	30	3=Max Recall	8	30	3=Max Recall	12	55	3=Max Recall

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	30	3=Max Recall	8	30	3=Max Recall	12	55	3=Max Recall

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	4	15	3=Max Recall	8	55	3=Max Recall	12	55	3=Max Recall

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	30	3=Max Recall	8	30	3=Max Recall	12	55	3=Max Recall

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	30	3=Max Recall	8	30	3=Max Recall	12	55	3=Max Recall

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	30	3=Max Recall	8	30	3=Max Recall	12	55	3=Max Recall

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	35	3=Max Recall	8	30	3=Max Recall	12	55	3=Max Recall

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	30	1=Coordinate	4	28	3=Max Recall	8	27	3=Max Recall	12	55	3=Max Recall

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	39	1=Coordinate	4	31	3=Max Recall	8	30	3=Max Recall	12	61	3=Max Recall

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	31	1=Coordinate	4	34	3=Max Recall	8	35	3=Max Recall	12	69	3=Max Recall

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	31	1=Coordinate	4	34	3=Max Recall	8	35	3=Max Recall	12	69	0=Actuated

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 52	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 58	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 62	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 62	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 68	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 16	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 16	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 16	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 57	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 60	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/1**	Offset Time: 84	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/1**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1																	
2	2	0:1	1/4/1																	
3	2	5:30	2/4/1																	
4	2	9:0	1/4/1																	
5	2	14:30	3/4/1																	
6	2	18:30	1/4/1																	

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	5
2	5
3	5
4	5

Flash = Preempt 1	Preepmt 2 = Preempt 3	Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2	Preepmt 3 = Preempt 4	Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
2	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
3	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
4	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
5	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
6	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	65	1,000	3	10	5
2	66	1,000	3	10	5
3	67	1,000	3	10	5
4	68	1,000	3	10	5
5	69	1,000	3	10	5
6	70	1,000	3	10	5
7	71	1,000	3	10	5
8	72	1,000	3	10	5

Queue 1 Detectors | System Detectors | Weight Factor

Default Data

Queue 2 Detectors | System Detectors | Weight Factor

Default Data

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Speed Trap Dial/Split/Offset

Speed Trap Low Treshold

Speed Trap High Treshold

//

Default Data

Default Data

Volume Detector Data

Report Interval

Volume Detector Number

Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
9:17:57AM

Intersection Name: 4th @ Chestnut **Intersection Alias: BW5**

Access Code: 9999 Channel: 27 Address: 5 Revision: 3.30

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	0.0	70	70	4.0	1.2
4	5	0.0	40	40	4.0	1.4

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	15	No	1	No
4	7	18	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	Ped	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	No	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 2sec

Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
2	Yes	Yes

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
C	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Trail Green
Trail Yellow
Trail Red
Plus Green
Minus Green

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Phase(s)

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

Alternate Sequences

Alternate Sequences

Port 1 Data

BIU Addr	Port Status	Message 40
18	Used	No

Phase Pair(s)

No Alternate Sequences Programmed

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	85	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	4	40	3=Max Recall						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 41	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 33	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 67	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 71	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 71	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 28	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 40	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 84	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 8	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 8	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1																	
2	2	0:1	1/4/1																	
3	2	5:30	2/4/1																	
4	2	9:0	1/4/1																	
5	2	14:30	3/4/1																	
6	2	18:30	1/4/1																	

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	5
2	5
3	5
4	5

Flash = Preempt 1	Preepmt 2 = Preempt 3	Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2	Preepmt 3 = Preempt 4	Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
2	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
3	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
4	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
5	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
6	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	65	1,000	3	10	5
2	66	1,000	3	10	5
3	67	1,000	3	10	5
4	68	1,000	3	10	5
5	69	1,000	3	10	5
6	70	1,000	3	10	5
7	71	1,000	3	10	5
8	72	1,000	3	10	5

Queue 1 Detectors | System Detectors | Weight Factor

Default Data

Queue 2 Detectors | System Detectors | Weight Factor

Default Data

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Speed Trap Dial/Split/Offset

Speed Trap Low Treshold

Speed Trap High Treshold

//

Default Data

Default Data

Volume Detector Data

Report Interval

Volume Detector Number

Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
9:16:35AM

Intersection Name: 4th @ Pine **Intersection Alias: BW6**

Access Code: 9999 Channel: 27 Address: 6 Revision: Unknown

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	0.0	70	70	4.0	1.3
4	5	0.0	40	40	4.0	1.3

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	17	No	0	No
4	7	17	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	Ped	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	Yes	No	No	No
No	Yes	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 2sec

Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
2	Yes	Yes

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Phase(s)

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

Alternate Sequences

Alternate Sequences

Port 1 Data

BIU Addr	Port Status	Message 40
18	Used	No

Phase Pair(s)

No Alternate Sequences Programmed

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	45	3=Max Recall						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	45	3=Max Recall						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	45	3=Max Recall						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	4	50	3=Max Recall						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	85	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Traffic Plan Data

Plan	Offset Time	Alt. Sequence	Mode	Rg 2 Lag Time	Rg 3 Lag Time	Rg 4 Lag Time
Plan: **1/1/1**	Offset Time: 46	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 46	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 46	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 39	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 55	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 64	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 64	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 112	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 42	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 42	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 42	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 26	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 44	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 67	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 17	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 17	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

PHASE FUNCTION

Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1																	
2	2	0:1	1/4/1																	
3	2	5:30	2/4/1																	
4	2	9:0	1/4/1																	
5	2	14:30	3/4/1																	
6	2	18:30	1/4/1																	

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	5
2	5
3	5
4	5

Flash = Preempt 1	Preepmt 2 = Preempt 3	Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2	Preepmt 3 = Preempt 4	Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
2	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
3	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
4	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
5	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
6	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	65	1,000	3	10	5
2	66	1,000	3	10	5
3	67	1,000	3	10	5
4	68	1,000	3	10	5
5	69	1,000	3	10	5
6	70	1,000	3	10	5
7	71	1,000	3	10	5
8	72	1,000	3	10	5

Queue 1 Detectors | System Detectors | Weight Factor

Default Data

Queue 2 Detectors | System Detectors | Weight Factor

Default Data

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Speed Trap Dial/Split/Offset

Speed Trap Low Treshold

Speed Trap High Treshold

//

Default Data

Default Data

Volume Detector Data

Report Interval

Volume Detector Number

Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
9:14:26AM

Intersection Name: Broadway @ Walnut **Intersection Alias: BW19**

Access Code: 9999 Channel: 27 Address: 19 Revision: Unknown

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	0.0	45	45	4.0	1.4
4	10	0.0	70	70	4.0	1.4

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	18	No	1	No
4	7	18	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	Ped	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	Yes	No	No	No
No	Yes	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 6sec Startup State: All Red Red Revert: 2sec

Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
2	Yes	Yes

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Phase(s)

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

Alternate Sequences

Alternate Sequences

Port 1 Data

BIU Addr	Port Status	Message 40
18	Used	No

Phase Pair(s)

No Alternate Sequences Programmed

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	35	1=Coordinate	4	50	3=Max Recall						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	35	1=Coordinate	4	50	3=Max Recall						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	35	1=Coordinate	4	50	3=Max Recall						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	60	3=Max Recall						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	60	3=Max Recall						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	60	3=Max Recall						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	60	3=Max Recall						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	80	3=Max Recall						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	38	1=Coordinate	4	62	3=Max Recall						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	38	1=Coordinate	4	62	3=Max Recall						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	38	1=Coordinate	4	62	3=Max Recall						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	80	3=Max Recall						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	30	1=Coordinate	4	55	3=Max Recall						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	40	1=Coordinate	4	60	3=Max Recall						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	35	1=Coordinate	4	65	3=Max Recall						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	35	1=Coordinate	4	65	3=Max Recall						

Traffic Plan Data

Plan	Offset Time	Alt. Sequence	Mode	Rg 2 Lag Time	Rg 3 Lag Time	Rg 4 Lag Time
Plan: **1/1/1**	Offset Time: 4	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 28	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 28	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 77	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 10	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 36	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 36	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 18	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 82	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 67	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 67	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 18	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 9	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 25	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 11	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 11	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving   Month: 3   Week: 2   Cycle Zero Reference   Hours: 24   Min: 0

End of Daylight Saving   Month: 11   Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1																	
2	2	0:1	1/4/1																	
3	2	5:30	2/4/1																	
4	2	9:0	1/4/1																	
5	2	14:30	3/4/1																	
6	2	18:30	1/4/1																	

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	5
2	5
3	5
4	5

Flash = Preempt 1	Preepmt 2 = Preempt 3	Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2	Preepmt 3 = Preempt 4	Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
2	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
3	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
4	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
5	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0
6	No	0	0	0	0	0	0	0	3.0	0.0	0	0	3.0	0.0	0	0	3.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	65	1,000	3	10	5
2	66	1,000	3	10	5
3	67	1,000	3	10	5
4	68	1,000	3	10	5
5	69	1,000	3	10	5
6	70	1,000	3	10	5
7	71	1,000	3	10	5
8	72	1,000	3	10	5

Queue 1 Detectors | System Detectors | Weight Factor

Default Data

Queue 2 Detectors | System Detectors | Weight Factor

Default Data

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Speed Trap Dial/Split/Offset

Speed Trap Low Treshold

Speed Trap High Treshold

//

Default Data

Default Data

Volume Detector Data

Report Interval

Volume Detector Number

Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
9:04:11AM

Intersection Name: Broadway @ Market

Intersection Alias: BW18

Access Code: 9999 Channel: 27 Address: 18 Revision: 3.32h

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
1	5	3.0	20	30	3.0	0.0
2	5	4.5	25	35	4.0	2.0
4	5	4.5	25	35	4.0	2.0
6	5	4.5	25	35	4.0	2.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	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

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
1	0	0	No	0	No
2	7	20	No	1	No
4	7	15	No	1	No
6	7	20	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Inactive	None	Max	None	0
Yellow	None	Min	Ped	0
Inactive	None	Max	Ped	0
Yellow	None	Min	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	No	No	No	No
No	No	No	No	No
No	No	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 5sec Startup State: Flash Red Revert: 2sec

Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash Yes

Phase	Flash Entry Phase	Flash Exit Phase
2	No	Yes
4	Yes	No
6	No	Yes

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	6	4	2	1												
	7	5	3	8												

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
4	1	1
6	2	7

Phase(s)

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

Alternate Sequences

Alternate Sequences

Phase Pair(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	**1 2**	**3 4**	**1 2**	**5 6**	**1 2**	**3 4**	**1 2**	**7 8**	**1 2**	**3 4**	**1 2**	**5 6**	**1 2**	**3 4**	**1 2**
2	**0 0**	**0 0**	**3 4**	**0 0**	**5 6**	**5 6**	**3 4**	**0 0**	**7 8**	**7 8**	**3 4**	**7 8**	**5 6**	**5 6**	**3 4**
3	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**5 6**	**0 0**	**0 0**	**0 0**	**7 8**	**0 0**	**7 8**	**7 8**	**5 6**
4	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**7 8**

Port 1 Data

BIU Addr	Port Status	Message 40

Default Data

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	3=Max Recall	2	30	1=Coordinate	4	35	3=Max Recall	6	50	1=Coordinate

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	3=Max Recall	2	25	1=Coordinate	4	40	3=Max Recall	6	45	1=Coordinate

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	3=Max Recall	2	25	1=Coordinate	4	40	3=Max Recall	6	45	1=Coordinate

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	3=Max Recall	2	33	1=Coordinate	4	42	3=Max Recall	6	58	1=Coordinate

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	3=Max Recall	2	30	1=Coordinate	4	40	3=Max Recall	6	60	1=Coordinate

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	41	3=Max Recall	2	24	1=Coordinate	4	35	3=Max Recall	6	65	1=Coordinate

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	41	3=Max Recall	2	24	1=Coordinate	4	35	3=Max Recall	6	65	1=Coordinate

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	3=Max Recall	2	30	1=Coordinate	4	60	3=Max Recall	6	60	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	3=Max Recall	2	30	1=Coordinate	4	50	3=Max Recall	6	50	1=Coordinate

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	3=Max Recall	2	28	1=Coordinate	4	52	3=Max Recall	6	48	1=Coordinate

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	3=Max Recall	2	28	1=Coordinate	4	52	3=Max Recall	6	48	1=Coordinate

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	3=Max Recall	2	30	1=Coordinate	4	65	3=Max Recall	6	55	1=Coordinate

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	3=Max Recall	2	26	1=Coordinate	4	34	3=Max Recall	6	51	1=Coordinate

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	41	3=Max Recall	2	25	1=Coordinate	4	34	3=Max Recall	6	66	1=Coordinate

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	31	3=Max Recall	2	25	1=Coordinate	4	44	3=Max Recall	6	56	1=Coordinate

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	31	3=Max Recall	2	24	1=Coordinate	4	45	3=Max Recall	6	55	1=Coordinate

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 81	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 75	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 75	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 71	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 16	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 16	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 109	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 109	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 70	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 96	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 58	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 58	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1																	
2	2	0:1	1/4/1																	
3	2	5:30	2/4/1																	
4	2	9:0	1/4/1																	
5	2	14:30	3/4/1																	
6	2	18:30	1/4/1																	

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	0
2	0
3	0
4	0

Flash = Preempt 1	Preepmt 2 = Preempt 3	Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2	Preepmt 3 = Preempt 4	Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
2	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
3	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
4	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
5	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
6	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1

Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2

Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

Default Data

Volume Detector Data

Report Interval

Volume Detector Number	Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
9:02:12AM

Intersection Name: Broadway @ Chestnut **Intersection Alias: BW17**

Access Code: 9999 Channel: 27 Address: 17 Revision: Unknown

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	5	5.0	5	50	4.0	1.0
4	5	5.0	5	50	4.0	1.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	10	No	0	No
4	7	14	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Yellow	NonActI	Max	Ped	0
Inactive	NonActII	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	No	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 5sec Startup State: Flash Red Revert: 4sec

Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Concurrent Phases

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

Alternate Sequences

Alternate Sequences

Phase
Pair(s)

No Alternate
Sequences
Programmed

Port 1 Data

BIU Addr	Port Status	Message 40
8	Used	No
18	Used	No

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 1=Cycle
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	85	1=Coordinate	4	35	3=Max Recall						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	62	1=Coordinate	4	38	3=Max Recall						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	62	1=Coordinate	4	38	3=Max Recall						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	62	1=Coordinate	4	38	3=Max Recall						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	4	40	3=Max Recall						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 37	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 61	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 61	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 61	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 20	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 20	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 20	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 20	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 21	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 40	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 64	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 14	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 14	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1																	
2	2	0:1	1/4/1																	
3	2	5:30	2/4/1																	
4	2	9:0	1/4/1																	
5	2	14:30	3/4/1																	
6	2	18:30	1/4/1																	

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	10
2	10
3	10
4	10

Flash > Preepmt 1	Preepmt 2 = Preempt 3	Preepmt 4 = Preempt 5
Preepmt 1 > Preempt 2	Preepmt 3 = Preempt 4	Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
2	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
3	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
4	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
5	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
6	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 3

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 4

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 5

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 6

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

Default Data - No Diag 1 Values

Default Data

Volume Detector Data

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Programmed EPAC Data

6/9/2009
8:40:54AM

Intersection Name: Broadway @ Pine **Intersection Alias: BW16**

Access Code: 9999 Channel: 27 Address: 16 Revision: Unknown

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	4.5	25	35	4.0	1.0
4	10	4.5	25	35	4.0	1.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	10	No	1	No
4	7	14	No	1	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Max	None	0
Inactive	None	Max	Ped	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	Yes	No	No	No
No	Yes	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

Assigned Phase	Mode	Switched Phase	Extend	Delay

Default Data

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 5sec Startup State: Flash Red Revert: 2sec

Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash Yes

Phase	Flash Entry Phase	Flash Exit Phase
2	No	Yes
4	Yes	No

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	6	4	2	1												
	7	5	3	8												

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Phase(s)

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

Alternate Sequences

Alternate Sequences

Phase Pair(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	12	34	12	56	12	34	12	78	12	34	12	56	12	34	12
2	00	00	34	00	56	56	34	00	78	78	34	78	56	56	34
3	00	00	00	00	00	00	56	00	00	00	78	00	78	78	56
4	00	00	00	00	00	00	00	00	00	00	00	00	00	00	78

Port 1 Data

BIU Addr	Port Status	Message 40

Default Data

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	85
1/2	85
1/3	85
1/4	100
2/1	100
2/2	100
2/3	100
2/4	120
3/1	100
3/2	100
3/3	100
3/4	120
4/1	85
4/2	100
4/3	100
4/4	100

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	45	3=Max Recall						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	45	3=Max Recall						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	45	3=Max Recall						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	55	3=Max Recall						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	4	30	3=Max Recall						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	4	30	3=Max Recall						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	4	30	3=Max Recall						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	85	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	30	3=Max Recall						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	4	30	3=Max Recall						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	65	1=Coordinate	4	35	3=Max Recall						

Traffic Plan Data

Plan	Offset Time	Alt. Sequence	Mode	Rg 2 Lag Time	Rg 3 Lag Time	Rg 4 Lag Time
Plan: **1/1/1**	Offset Time: 45	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 37	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 37	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 43	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 63	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 73	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 73	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 13	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 12	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 12	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 12	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 33	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 36	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 58	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 13	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 13	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

PHASE FUNCTION

Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	2	0:1	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	5:30	2/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	9:0	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	14:30	3/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	18:30	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

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

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	0
2	0
3	0
4	0

Flash = Preempt 1	Preepmt 2 = Preempt 3	Preepmt 4 = Preempt 5
Preepmt 1 = Preempt 2	Preepmt 3 = Preempt 4	Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
2	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
3	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
4	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
5	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0
6	No	0	0	0	0	0	0	0	0.0	0.0	0	0	0.0	0.0	0	0	0.0	0.0

Preempt 1

Phase	Exit Phase	Exit Calls

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp	Track	Dwell	Cycle

Default Data

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle

Default Data

Pedestrian Phases

Ph.	Track	Dwell	Cycle

Default Data

Overlaps

Ovlp.	Track	Dwell	Cycle

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

2nd Phone:

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No

Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1

Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2

Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

Default Data

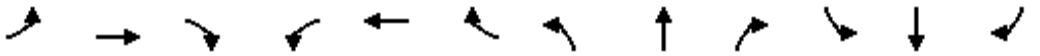
Volume Detector Data

Report Interval

Volume Detector Number	Controller Detector Channel

Default Data

Appendix C
Traffic Analysis Printouts



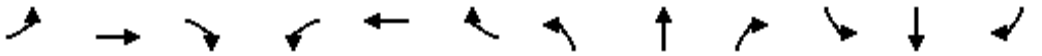
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	4	0	0	0	7	0	1840	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor						0.98		1.00				
Frt						0.865						
Flt Protected	0.950	0.956										
Satd. Flow (prot)	1513	1523	0	0	0	1450	0	5767	0	0	0	0
Flt Permitted	0.950	0.956										
Satd. Flow (perm)	1513	1523	0	0	0	1420	0	5767	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	56	52				282						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			246			937			351	
Travel Time (s)		3.1			5.6			21.3			8.0	
Confl. Peds. (#/hr)						2			5			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	108	4	0	0	0	7	0	1840	3	0	0	0
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	56	56	0	0	0	7	0	1843	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1				1		1				
Detector Template												
Leading Detector (ft)	50	50				50		50				
Trailing Detector (ft)	0	0				0		0				
Detector 1 Position(ft)	0	0				0		0				
Detector 1 Size(ft)	50	50				50		50				
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0				
Detector 1 Queue (s)	0.0	0.0				0.0		0.0				
Detector 1 Delay (s)	0.0	0.0				0.0		0.0				
Turn Type	Perm					custom						
Protected Phases		4				3		2				
Permitted Phases	4					3						
Detector Phase	4	4				3		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0				5.0		10.0				
Minimum Split (s)	15.5	15.5				10.1		15.5				
Total Split (s)	43.0	43.0	0.0	0.0	0.0	12.0	0.0	65.0	0.0	0.0	0.0	0.0
Total Split (%)	35.8%	35.8%	0.0%	0.0%	0.0%	10.0%	0.0%	54.2%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	37.9	37.9				6.9		59.5				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0				4.0		4.0				
All-Red Time (s)	1.1	1.1				1.1		1.5				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.1	4.1	3.0	3.0	3.0	4.1	3.0	4.5	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag				Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0				3.0		4.0				
Recall Mode	Max	Max				Max		C-Max				
Walk Time (s)	7.0	7.0				0.0		7.0				
Flash Dont Walk (s)	14.0	14.0				0.0		10.0				
Pedestrian Calls (#/hr)	0	0				0		0				
Act Effct Green (s)	38.9	38.9				7.9		60.5				
Actuated g/C Ratio	0.32	0.32				0.07		0.50				
v/c Ratio	0.11	0.11				0.02		0.63				
Control Delay	0.8	0.8				0.1		22.9				
Queue Delay	1.2	1.2				0.0		0.0				
Total Delay	2.1	2.1				0.1		22.9				
LOS	A	A				A		C				
Approach Delay		2.1						22.9				
Approach LOS		A						C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 114 (95%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 21.6		Intersection LOS: C	
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Walnut St. & Memorial Dr NB





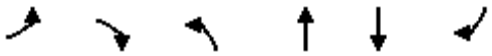
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	112	80	0	0	0	0	0	0	4	508	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.95	0.88	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	3353	2508	0	0	0	0	0	0	0	4818	0
Flt Permitted												
Satd. Flow (perm)	0	3353	2508	0	0	0	0	0	0	0	4818	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			80								3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			138			439			343	
Travel Time (s)		3.1			3.1			10.0			7.8	
Confl. Peds. (#/hr)			6									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	112	80	0	0	0	0	0	0	4	508	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	80	0	0	0	0	0	0	0	512	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Prot							Perm		
Protected Phases		4	4								2	
Permitted Phases										2		
Minimum Split (s)		23.0	23.0							26.0	26.0	
Total Split (s)	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	95.0	95.0	0.0
Total Split (%)	0.0%	20.8%	20.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	79.2%	79.2%	0.0%
Maximum Green (s)		20.0	20.0							89.8	89.8	
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.0	1.0							1.2	1.2	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		10.0	10.0							10.0	10.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		21.0	21.0								90.8	
Actuated g/C Ratio		0.18	0.18								0.76	
v/c Ratio		0.19	0.16								0.14	
Control Delay		40.0	18.6								1.6	
Queue Delay		0.0	0.0								0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		40.0	18.6								1.6	
LOS		D	B								A	
Approach Delay		31.1									1.6	
Approach LOS		C									A	

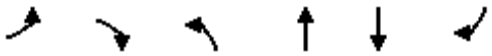
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 98 (82%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.19			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Walnut St. & MEMORIAL DR SB





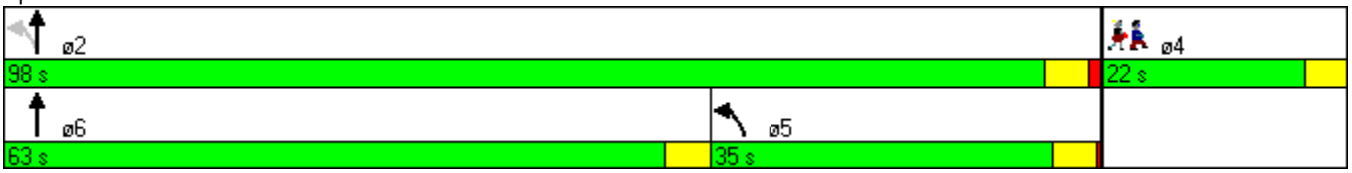
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	452	1504	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00			
Frt									
Flt Protected			0.950	0.999					
Satd. Flow (prot)	0	0	1370	4321	0	0			
Flt Permitted			0.950	0.999					
Satd. Flow (perm)	0	0	1370	4321	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			407	11					
Link Speed (mph)	35			30	30				
Link Distance (ft)	125			351	283				
Travel Time (s)	2.4			8.0	6.4				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	452	1504	0	0			
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	0	0	407	1549	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			5.0				10.0	4.0	4.0
Minimum Split (s)			10.5				15.2	22.0	20.0
Total Split (s)	0.0	0.0	35.0	161.0	0.0	0.0	98.0	22.0	63.0
Total Split (%)	0.0%	0.0%	29.2%	134.2%	0.0%	0.0%	82%	18%	53%
Maximum Green (s)			30.5				92.8	18.0	59.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			0.5				1.2	0.0	0.0

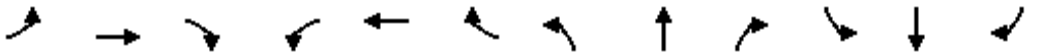


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	3.5	4.2	3.0	3.0			
Lead/Lag			Lag						Lead
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0				4.0	3.0	3.0
Recall Mode			Max				C-Max	None	C-Min
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.30	0.36					
Control Delay			0.5	0.8					
Queue Delay			0.3	0.0					
Total Delay			0.8	0.8					
LOS			A	A					
Approach Delay				0.8					
Approach LOS				A					

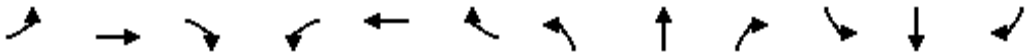
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 112 (93%), Referenced to phase 2:NBTL and 6:NBT, Start of 1st Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 0.8		Intersection LOS: A	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Market St. & Memorial Dr NB





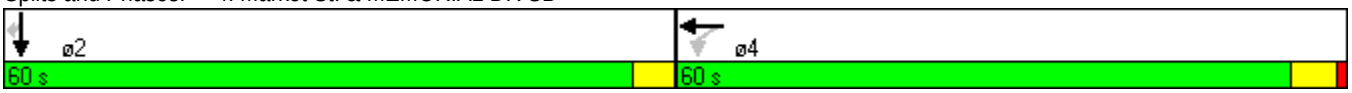
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	40	420	0	0	0	0	0	468	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor												0.99
Frt												0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	4577	1425
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	4577	1404
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				40								340
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		344			125			343			301	
Travel Time (s)		6.7			2.4			7.8			6.8	
Confl. Peds. (#/hr)												4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	40	420	0	0	0	0	0	468	380
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	40	420	0	0	0	0	0	468	380
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Minimum Split (s)				24.0	24.0						20.0	20.0
Total Split (s)	0.0	0.0	0.0	60.0	60.0	0.0	0.0	0.0	0.0	0.0	60.0	60.0
Total Split (%)	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
Maximum Green (s)				54.9	54.9						56.0	56.0
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				1.1	1.1						0.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.1	4.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				10.0	10.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)				55.9	55.9						57.0	57.0
Actuated g/C Ratio				0.47	0.47						0.48	0.48

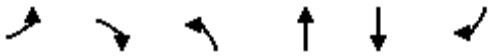


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio				0.05	0.28						0.22	0.45
Control Delay				8.4	20.0						9.3	11.2
Queue Delay				4.2	16.6						0.0	0.5
Total Delay				12.5	36.6						9.3	11.6
LOS				B	D						A	B
Approach Delay					34.5						10.3	
Approach LOS					C						B	

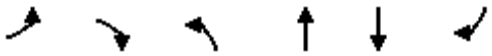
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 33 (28%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Market St. & MEMORIAL DR SB





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	144	0	0	1512	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.91	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3090	0	0	4577	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3090	0	0	4577	0	0
Right Turn on Red	Yes	Yes				Yes
Satd. Flow (RTOR)	84					
Link Speed (mph)	30			30	30	
Link Distance (ft)	123			283	293	
Travel Time (s)	2.8			6.4	6.7	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	144	0	0	1512	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	144	0	0	1512	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1			1		
Detector Template						
Leading Detector (ft)	50			50		
Trailing Detector (ft)	0			0		
Detector 1 Position(ft)	0			0		
Detector 1 Size(ft)	50			50		
Detector 1 Type	Cl+Ex			Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0		
Detector 1 Queue (s)	0.0			0.0		
Detector 1 Delay (s)	0.0			0.0		
Turn Type						
Protected Phases	4			2		
Permitted Phases						
Detector Phase	4			2		
Switch Phase						
Minimum Initial (s)	10.0			10.0		
Minimum Split (s)	15.2			15.3		
Total Split (s)	40.0	0.0	0.0	80.0	0.0	0.0
Total Split (%)	33.3%	0.0%	0.0%	66.7%	0.0%	0.0%
Maximum Green (s)	34.8			74.7		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	1.2			1.3		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.2	3.0	3.0	4.3	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0			4.0		
Recall Mode	Max			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	10.0			10.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	35.8			75.7		
Actuated g/C Ratio	0.30			0.63		
v/c Ratio	0.15			0.52		
Control Delay	0.4			12.2		
Queue Delay	1.1			0.4		
Total Delay	1.5			12.5		
LOS	A			B		
Approach Delay	1.5			12.5		
Approach LOS	A			B		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 24 (20%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Chestnut St. & Memorial Dr NB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	132	68	0	0	0	0	0	0	12	776	0
Ideal Flow (vphpl)	1900	2000	1800	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor			0.98									
Frt			0.850									
Flt Protected											0.999	
Satd. Flow (prot)	0	3353	1350	0	0	0	0	0	0	0	4813	0
Flt Permitted											0.999	
Satd. Flow (perm)	0	3353	1320	0	0	0	0	0	0	0	4813	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			68								4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		357			123			301			294	
Travel Time (s)		8.1			2.8			6.8			6.7	
Confl. Peds. (#/hr)			6									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	132	68	0	0	0	0	0	0	12	776	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	68	0	0	0	0	0	0	0	788	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.22	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			custom							Perm		
Protected Phases		4	7								2	
Permitted Phases			4							2		
Detector Phase		4	7							2	2	
Switch Phase												
Minimum Initial (s)		10.0	5.0							10.0	10.0	
Minimum Split (s)		27.0	26.0							36.0	36.0	
Total Split (s)	0.0	33.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	87.0	87.0	0.0
Total Split (%)	0.0%	27.5%	11.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	72.5%	72.5%	0.0%
Maximum Green (s)		27.0	9.0							81.0	81.0	

Lane Group	ø8
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	22.0
Total Split (s)	19.0
Total Split (%)	16%
Maximum Green (s)	13.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		2.0	1.0							2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0
Lead/Lag			Lag									
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0	3.0							4.0	4.0	
Recall Mode		Max	Max							C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								23.0	23.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		28.0	29.0								82.0	
Actuated g/C Ratio		0.23	0.24								0.68	
v/c Ratio		0.17	0.18								0.24	
Control Delay		17.4	3.5								13.8	
Queue Delay		0.0	0.0								0.5	
Total Delay		17.4	3.5								14.3	
LOS		B	A								B	
Approach Delay		12.7									14.3	
Approach LOS		B									B	

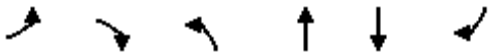
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 15 (13%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.24			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 6: Chestnut St. & MEMORIAL DR SB

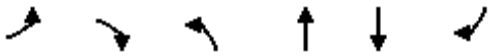


Lane Group	ø8
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Max
Walk Time (s)	0.0
Flash Dont Walk (s)	0.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	764	908	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	180			0			
Storage Lanes	0	0	1			0			
Taper Length (ft)	50	50	50			50			
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00			
Frt									
Flt Protected			0.950	0.986					
Satd. Flow (prot)	0	0	1370	4265	0	0			
Flt Permitted			0.950	0.986					
Satd. Flow (perm)	0	0	1370	4265	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			405	264					
Link Speed (mph)	25			30	30				
Link Distance (ft)	119			293	441				
Travel Time (s)	3.2			6.7	10.0				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	764	908	0	0			
Shared Lane Traffic (%)			47%						
Lane Group Flow (vph)	0	0	405	1267	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			4.0				10.0	5.0	4.0
Minimum Split (s)			8.0				98.0	11.0	10.0
Total Split (s)	0.0	0.0	45.0	151.0	0.0	0.0	98.0	22.0	53.0
Total Split (%)	0.0%	0.0%	37.5%	125.8%	0.0%	0.0%	82%	18%	44%

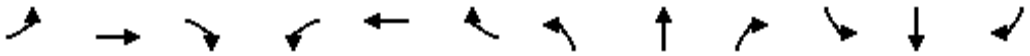


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Maximum Green (s)			41.0				92.0	16.0	47.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			0.0				2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	3.0	5.0	3.0	3.0			
Lead/Lag			Lead						Lag
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0				4.5	2.0	4.5
Recall Mode			Max				C-Max	None	Max
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.30	0.30					
Control Delay			0.5	0.2					
Queue Delay			0.4	0.0					
Total Delay			0.9	0.2					
LOS			A	A					
Approach Delay				0.4					
Approach LOS				A					

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 64 (53%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 0.4		Intersection LOS: A	
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Pine St. & Memorial Dr NB



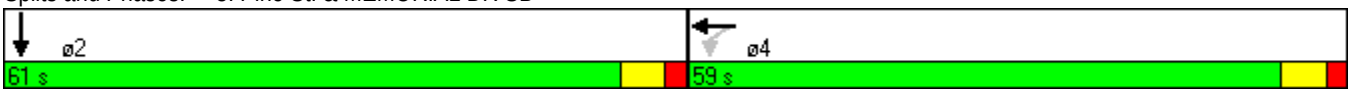


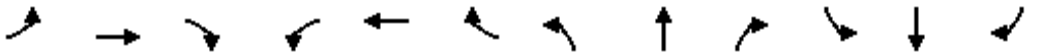
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	24	744	0	0	0	0	0	792	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											0.99	
Frt											0.952	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	4331	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	4331	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				24							123	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		371			119			294			429	
Travel Time (s)		10.1			3.2			6.7			9.8	
Confl. Peds. (#/hr)												3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	24	744	0	0	0	0	0	792	372
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	24	744	0	0	0	0	0	1164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	
Detector Template												
Leading Detector (ft)				50	50						50	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				50	50						50	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Detector Phase				4	4						2	
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	
Minimum Split (s)				16.0	16.0						16.0	
Total Split (s)	0.0	0.0	0.0	59.0	59.0	0.0	0.0	0.0	0.0	0.0	61.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	49.2%	49.2%	0.0%	0.0%	0.0%	0.0%	0.0%	50.8%	0.0%
Maximum Green (s)				53.0	53.0						55.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	
All-Red Time (s)				2.0	2.0						2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	5.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	
Recall Mode				None	None						C-Max	
Walk Time (s)				5.0	5.0						5.0	
Flash Dont Walk (s)				10.0	10.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)				38.7	38.7						71.3	
Actuated g/C Ratio				0.32	0.32						0.59	
v/c Ratio				0.05	0.72						0.44	
Control Delay				4.5	25.9						13.2	
Queue Delay				0.2	3.0						0.0	
Total Delay				4.8	28.8						13.2	
LOS				A	C						B	
Approach Delay					28.1						13.2	
Approach LOS					C						B	

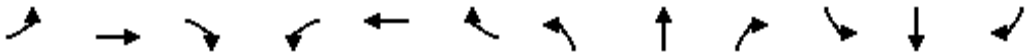
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 116 (97%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 19.1		Intersection LOS: B	
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Pine St. & MEMORIAL DR SB





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	120	0	0	0	0	0	624	88	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00	1.00	1.00
Ped Bike Factor								1.00	0.92			
Frt								0.998	0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	5767	0	0	0	0	0	5415	1154	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	5767	0	0	0	0	0	5415	1064	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	56							4	79			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			201			874			345	
Travel Time (s)		8.2			4.6			19.9			7.8	
Confl. Peds. (#/hr)									56			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	56	120	0	0	0	0	0	624	88	0	0	0
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	56	120	0	0	0	0	0	633	79	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1			
Detector Template												
Leading Detector (ft)	50	50						50	50			
Trailing Detector (ft)	0	0						0	0			
Detector 1 Position(ft)	0	0						0	0			
Detector 1 Size(ft)	50	50						50	50			
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0			
Detector 1 Queue (s)	0.0	0.0						0.0	0.0			
Detector 1 Delay (s)	0.0	0.0						0.0	0.0			
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Detector Phase	4	4						2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0						10.0	10.0			
Minimum Split (s)	10.3	10.3						15.7	15.7			
Total Split (s)	35.0	35.0	0.0	0.0	0.0	0.0	0.0	85.0	85.0	0.0	0.0	0.0
Total Split (%)	29.2%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	70.8%	0.0%	0.0%	0.0%
Maximum Green (s)	29.7	29.7						79.3	79.3			

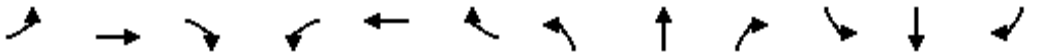


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.3	1.3						1.7	1.7			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.3	4.3	3.0	3.0	3.0	3.0	3.0	4.7	4.7	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2	0.2			
Recall Mode	None	None						C-Max	C-Max			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	17.0	17.0						23.0	23.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	6.5	6.5						104.5	104.5			
Actuated g/C Ratio	0.05	0.05						0.87	0.87			
v/c Ratio	0.40	0.38						0.13	0.08			
Control Delay	16.1	45.2						1.2	0.4			
Queue Delay	0.0	0.0						0.0	0.0			
Total Delay	16.1	45.2						1.2	0.4			
LOS	B	D						A	A			
Approach Delay		36.0						1.1				
Approach LOS		D						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 64 (53%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Walnut St. & 4th Street



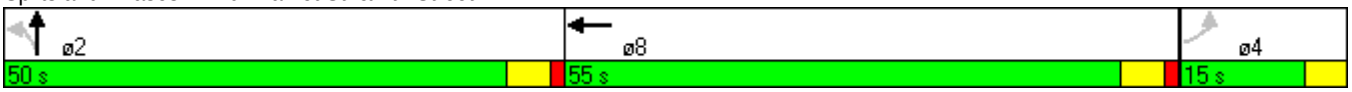


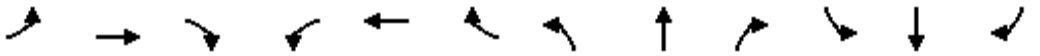
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	0	0	0	688	136	140	556	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	0.91	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt					0.975							
Flt Protected	0.950							0.990				
Satd. Flow (prot)	3090	0	0	0	4442	0	0	5709	0	0	0	0
Flt Permitted	0.333							0.990				
Satd. Flow (perm)	1083	0	0	0	4442	0	0	5709	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					42							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		359			344			345			300	
Travel Time (s)		7.0			6.7			7.8			6.8	
Confl. Peds. (#/hr)						11						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	136	0	0	0	688	136	140	556	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	0	0	0	824	0	0	696	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	custom						Perm					
Protected Phases					8			2				
Permitted Phases	4						2					
Minimum Split (s)	15.0				27.0		31.0	31.0				
Total Split (s)	15.0	0.0	0.0	0.0	55.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0
Total Split (%)	12.5%	0.0%	0.0%	0.0%	45.8%	0.0%	41.7%	41.7%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	11.0				49.6		44.8	44.8				
Yellow Time (s)	4.0				4.0		4.0	4.0				
All-Red Time (s)	0.0				1.4		1.2	1.2				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.4	3.0	4.2	4.2	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					18.0		20.0	20.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)	12.0				50.6			45.8				
Actuated g/C Ratio	0.10				0.42			0.38				
v/c Ratio	1.26				0.43			0.32				
Control Delay	205.5				21.0			25.8				
Queue Delay	0.0				0.6			0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	205.5				21.6			25.8				
LOS	F				C			C				
Approach Delay					21.6			25.8				
Approach LOS					C			C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 68 (57%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 38.5		Intersection LOS: D	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: Market St. & 4th Street





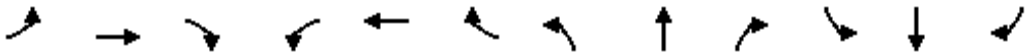
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	112	0	0	0	0	0	676	108	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.86	0.88	1.00	1.00	1.00
Ped Bike Factor									0.90			
Frt									0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	4818	0	0	0	0	0	6071	2508	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	4818	0	0	0	0	0	6071	2261	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	60								108			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			357			300			301	
Travel Time (s)		8.3			8.1			6.8			6.8	
Confl. Peds. (#/hr)									54			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	112	0	0	0	0	0	676	108	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	112	0	0	0	0	0	676	108	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	30.4	30.4						30.2	30.2			
Total Split (s)	35.0	35.0	0.0	0.0	0.0	0.0	0.0	85.0	85.0	0.0	0.0	0.0
Total Split (%)	29.2%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	70.8%	0.0%	0.0%	0.0%
Maximum Green (s)	29.6	29.6						79.8	79.8			
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.4	1.4						1.2	1.2			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.4	4.4	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	18.0	18.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	30.6	30.6						80.8	80.8			
Actuated g/C Ratio	0.26	0.26						0.67	0.67			
v/c Ratio	0.13	0.09						0.17	0.07			
Control Delay	7.0	31.2						3.9	0.2			
Queue Delay	0.0	0.0						0.2	0.0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	7.0	31.2						4.1	0.2			
LOS	A	C						A	A			
Approach Delay		22.8						3.5				
Approach LOS		C						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 28 (23%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.17			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 42.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Chestnut St. & 4th Street





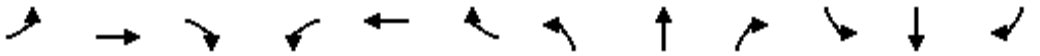
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	740	336	228	424	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.81	0.81	1.00	1.00	1.00	1.00
Ped Bike Factor						0.92						
Frt						0.850						
Flt Protected							0.950	0.990				
Satd. Flow (prot)	0	0	0	0	4577	1425	1290	5377	0	0	0	0
Flt Permitted							0.950	0.990				
Satd. Flow (perm)	0	0	0	0	4577	1305	1290	5377	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						336	82	81				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		363			371			301			292	
Travel Time (s)		9.9			10.1			6.8			6.6	
Confl. Peds. (#/hr)						49						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	740	336	228	424	0	0	0	0
Shared Lane Traffic (%)							45%					
Lane Group Flow (vph)	0	0	0	0	740	336	125	527	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type						Perm	Perm					
Protected Phases					4			2				
Permitted Phases						4	2					
Detector Phase					4	4	2	2				
Switch Phase												
Minimum Initial (s)					5.0	5.0	10.0	10.0				
Minimum Split (s)					45.3	45.3	75.3	75.3				
Total Split (s)	0.0	0.0	0.0	0.0	50.0	50.0	70.0	70.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	41.7%	41.7%	58.3%	58.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					44.7	44.7	64.7	64.7				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)					4.0	4.0	4.0	4.0				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2	0.2	0.2	0.2				
Recall Mode					None	None	C-Max	C-Max				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					17.0	17.0	17.0	17.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					23.9	23.9	87.5	87.5				
Actuated g/C Ratio					0.20	0.20	0.73	0.73				
v/c Ratio					0.81	0.64	0.13	0.13				
Control Delay					45.3	8.4	5.7	6.8				
Queue Delay					0.0	0.0	0.0	0.0				
Total Delay					45.3	8.4	5.7	6.8				
LOS					D	A	A	A				
Approach Delay					33.8			6.6				
Approach LOS					C			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 112 (93%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Pine St. & 4th Street





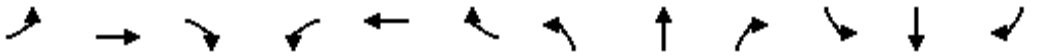
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	104	124	0	0	0	0	0	0	84	820	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor			0.89									
Frt			0.850									
Flt Protected										0.950		
Satd. Flow (prot)	0	4577	1425	0	0	0	0	0	0	1290	5432	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	4577	1263	0	0	0	0	0	0	1290	5432	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			124							76	3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			361			566			334	
Travel Time (s)		8.1			8.2			12.9			7.6	
Confl. Peds. (#/hr)			72									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	104	124	0	0	0	0	0	0	84	820	0
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	104	124	0	0	0	0	0	0	76	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			Perm							Perm		
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		50.4	50.4							75.4	75.4	
Total Split (s)	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		34.6	34.6							74.6	74.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	4.4	4.4	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		0.2	0.2							0.2	0.2	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		18.0	18.0							18.0	18.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		35.6	35.6							75.6	75.6	
Actuated g/C Ratio		0.30	0.30							0.63	0.63	
v/c Ratio		0.08	0.27							0.09	0.24	
Control Delay		30.6	7.0							2.8	11.7	
Queue Delay		0.0	0.0							0.0	0.0	
Total Delay		30.6	7.0							2.8	11.7	
LOS		C	A							A	B	
Approach Delay		17.8									11.0	
Approach LOS		B									B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: Walnut St. & Broadway Ave.



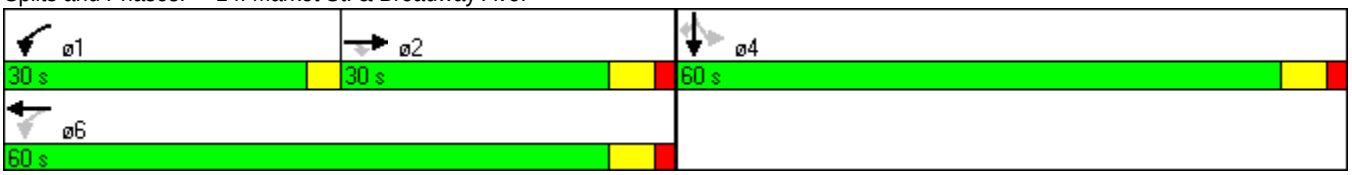


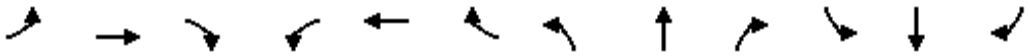
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	124	144	232	608	0	0	0	0	4	491	244
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.98	0.94									0.89
Frt		0.951	0.850									0.850
Flt Protected				0.950	0.998							
Satd. Flow (prot)	0	2999	1365	1449	3045	0	0	0	0	0	6071	1425
Flt Permitted				0.569	0.950							
Satd. Flow (perm)	0	2999	1290	868	2899	0	0	0	0	0	6071	1269
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55	84									191
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			359			334			295	
Travel Time (s)		6.6			7.0			7.6			6.7	
Confl. Peds. (#/hr)			33									61
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	124	144	232	608	0	0	0	0	4	491	244
Shared Lane Traffic (%)			42%	10%								
Lane Group Flow (vph)	0	184	84	209	631	0	0	0	0	0	495	244
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		11.0	11.0	8.0	11.0					11.0	11.0	11.0
Total Split (s)	0.0	30.0	30.0	30.0	60.0	0.0	0.0	0.0	0.0	60.0	60.0	60.0
Total Split (%)	0.0%	25.0%	25.0%	25.0%	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%
Maximum Green (s)		24.0	24.0	27.0	54.0					54.0	54.0	54.0
Yellow Time (s)		4.0	4.0	3.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	2.0	5.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		25.0	25.0	58.0	55.0						55.0	55.0
Actuated g/C Ratio		0.21	0.21	0.48	0.46						0.46	0.46

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.28	0.25	0.38	0.46						0.18	0.36
Control Delay		28.9	10.2	12.8	13.4						18.0	8.5
Queue Delay		0.0	0.0	0.0	0.1						0.0	0.7
Total Delay		28.9	10.2	12.8	13.5						18.0	9.2
LOS		C	B	B	B						B	A
Approach Delay		23.1			13.3						15.1	
Approach LOS		C			B						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 109 (91%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Market St. & Broadway Ave.





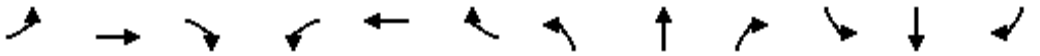
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	88	56	0	0	0	0	0	0	88	650	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor		0.99										
Frt		0.942										
Flt Protected											0.994	
Satd. Flow (prot)	0	5636	0	0	0	0	0	0	0	0	7104	0
Flt Permitted											0.994	
Satd. Flow (perm)	0	5636	0	0	0	0	0	0	0	0	7104	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		56									62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			365			295			289	
Travel Time (s)		7.6			8.3			6.7			6.6	
Confl. Peds. (#/hr)			15									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	88	56	0	0	0	0	0	0	88	650	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	0	0	0	0	0	0	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	
Detector Template												
Leading Detector (ft)		50								50	50	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		50								50	50	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Detector Phase		4								2	2	
Switch Phase												
Minimum Initial (s)		5.0								5.0	5.0	
Minimum Split (s)		10.0								10.0	10.0	
Total Split (s)	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.0	85.0	0.0
Total Split (%)	0.0%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	70.8%	0.0%
Maximum Green (s)		30.0								80.0	80.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0								5.0	5.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								10.0	10.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		10.3									101.7	
Actuated g/C Ratio		0.09									0.85	
v/c Ratio		0.27									0.12	
Control Delay		32.2									0.8	
Queue Delay		0.0									0.0	
Total Delay		32.2									0.8	
LOS		C									A	
Approach Delay		32.2									0.8	
Approach LOS		C									A	

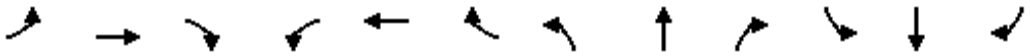
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 20 (17%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 29.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: Chestnut St. & Broadway Ave.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	92	580	0	0	0	0	0	364	132
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81
Ped Bike Factor											0.99	0.90
Frt											0.984	0.850
Flt Protected					0.993							
Satd. Flow (prot)	0	0	0	0	6028	0	0	0	0	0	5563	1154
Flt Permitted					0.993							
Satd. Flow (perm)	0	0	0	0	6028	0	0	0	0	0	5563	1035
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					41						33	88
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		329			363			289			298	
Travel Time (s)		9.0			9.9			6.6			6.8	
Confl. Peds. (#/hr)												44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	92	580	0	0	0	0	0	364	132
Shared Lane Traffic (%)												33%
Lane Group Flow (vph)	0	0	0	0	672	0	0	0	0	0	408	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				15.0	15.0						15.0	15.0
Total Split (s)	0.0	0.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0	0.0	65.0	65.0
Total Split (%)	0.0%	0.0%	0.0%	45.8%	45.8%	0.0%	0.0%	0.0%	0.0%	0.0%	54.2%	54.2%
Maximum Green (s)				50.0	50.0						60.0	60.0

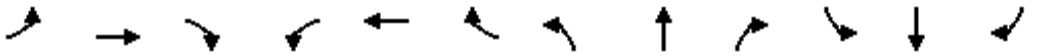


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				Max	Max						C-Max	C-Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				14.0	14.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)					51.0						61.0	61.0
Actuated g/C Ratio					0.42						0.51	0.51
v/c Ratio					0.26						0.14	0.15
Control Delay					3.4						7.8	0.9
Queue Delay					0.0						0.0	0.0
Total Delay					3.4						7.8	0.9
LOS					A						A	A
Approach Delay					3.4						6.6	
Approach LOS					A						A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 13 (11%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay: 4.7		Intersection LOS: A	
Intersection Capacity Utilization 31.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Pine St. & Broadway Ave.



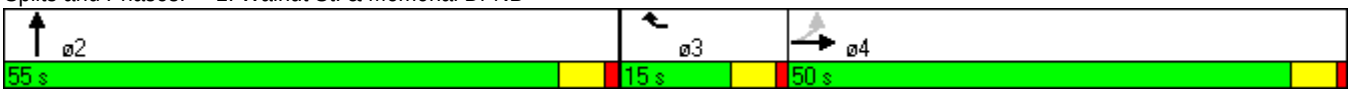


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	504	12	0	0	0	13	0	796	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor						0.95		1.00				
Frt						0.865		0.999				
Flt Protected	0.950	0.954										
Satd. Flow (prot)	1513	1519	0	0	0	1450	0	5759	0	0	0	0
Flt Permitted	0.950	0.954										
Satd. Flow (perm)	1513	1519	0	0	0	1376	0	5759	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	225	225				137		2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			246			945			351	
Travel Time (s)		3.1			5.6			21.5			8.0	
Confl. Peds. (#/hr)						12			7			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	504	12	0	0	0	13	0	796	8	0	0	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	257	259	0	0	0	13	0	804	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1				1		1				
Detector Template												
Leading Detector (ft)	50	50				50		50				
Trailing Detector (ft)	0	0				0		0				
Detector 1 Position(ft)	0	0				0		0				
Detector 1 Size(ft)	50	50				50		50				
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0				
Detector 1 Queue (s)	0.0	0.0				0.0		0.0				
Detector 1 Delay (s)	0.0	0.0				0.0		0.0				
Turn Type	Perm					custom						
Protected Phases		4				3		2				
Permitted Phases	4					3						
Detector Phase	4	4				3		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0				5.0		10.0				
Minimum Split (s)	15.5	15.5				10.1		15.5				
Total Split (s)	50.0	50.0	0.0	0.0	0.0	15.0	0.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	41.7%	41.7%	0.0%	0.0%	0.0%	12.5%	0.0%	45.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	44.9	44.9				9.9		49.5				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0				4.0		4.0				
All-Red Time (s)	1.1	1.1				1.1		1.5				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.1	4.1	3.0	3.0	3.0	4.1	3.0	4.5	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag				Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0				3.0		4.0				
Recall Mode	Max	Max				Max		C-Max				
Walk Time (s)	7.0	7.0				0.0		7.0				
Flash Dont Walk (s)	14.0	14.0				0.0		10.0				
Pedestrian Calls (#/hr)	0	0				0		0				
Act Effct Green (s)	45.9	45.9				10.9		50.5				
Actuated g/C Ratio	0.38	0.38				0.09		0.42				
v/c Ratio	0.36	0.36				0.05		0.33				
Control Delay	4.7	4.7				0.4		23.8				
Queue Delay	1.5	1.5				0.0		0.0				
Total Delay	6.2	6.3				0.4		23.8				
LOS	A	A				A		C				
Approach Delay		6.3						23.8				
Approach LOS		A						C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 35 (29%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Walnut St. & Memorial Dr NB



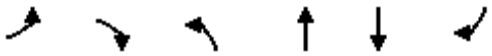
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	500	844	0	0	0	0	0	0	8	1620	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.95	0.88	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	3353	2508	0	0	0	0	0	0	0	4818	0
Flt Permitted												
Satd. Flow (perm)	0	3353	2508	0	0	0	0	0	0	0	4818	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			60								1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			138			439			343	
Travel Time (s)		3.1			3.1			10.0			7.8	
Confl. Peds. (#/hr)			8									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	500	844	0	0	0	0	0	0	8	1620	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	500	844	0	0	0	0	0	0	0	1628	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Prot							Perm		
Protected Phases		4	4								2	
Permitted Phases										2		
Minimum Split (s)		15.0	15.0							15.2	15.2	
Total Split (s)	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		35.0	35.0							74.8	74.8	
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.0	1.0							1.2	1.2	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		10.0	10.0							10.0	10.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		36.0	36.0								75.8	
Actuated g/C Ratio		0.30	0.30								0.63	
v/c Ratio		0.50	1.06								0.53	
Control Delay		16.6	70.0								3.8	
Queue Delay		1.3	71.4								0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		18.0	141.4								3.8	
LOS		B	F								A	
Approach Delay		95.5									3.8	
Approach LOS		F									A	

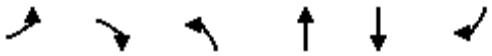
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 45.2		Intersection LOS: D	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Walnut St. & MEMORIAL DR SB





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	204	1124	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00			
Frt									
Flt Protected			0.950	0.999					
Satd. Flow (prot)	0	0	1370	4321	0	0			
Flt Permitted			0.950	0.999					
Satd. Flow (perm)	0	0	1370	4321	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			184	6					
Link Speed (mph)	35			30	30				
Link Distance (ft)	125			351	283				
Travel Time (s)	2.4			8.0	6.4				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	204	1124	0	0			
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	0	0	184	1144	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			10.0				10.0	4.0	4.0
Minimum Split (s)			15.2				15.2	22.0	20.0
Total Split (s)	0.0	0.0	22.0	174.0	0.0	0.0	98.0	22.0	76.0
Total Split (%)	0.0%	0.0%	18.3%	145.0%	0.0%	0.0%	82%	18%	63%
Maximum Green (s)			16.8				92.8	18.0	72.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			1.2				1.2	0.0	0.0

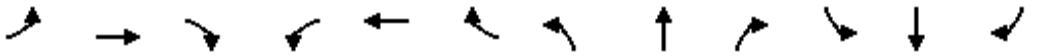


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	4.2	4.2	3.0	3.0			
Lead/Lag			Lead						Lag
Lead-Lag Optimize?									
Vehicle Extension (s)			4.0				4.0	3.0	3.0
Recall Mode			Max				C-Max	None	C-Min
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.13	0.26					
Control Delay			0.2	0.5					
Queue Delay			0.1	0.0					
Total Delay			0.3	0.5					
LOS			A	A					
Approach Delay				0.5					
Approach LOS				A					

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 119 (99%), Referenced to phase 2:NBTL and 6:NBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay: 0.5		Intersection LOS: A	
Intersection Capacity Utilization 63.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Market St. & Memorial Dr NB





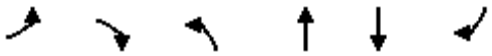
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	36	184	0	0	0	0	0	1608	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor												0.97
Frt												0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	4577	1425
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	4577	1378
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				36								26
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		344			125			343			301	
Travel Time (s)		6.7			2.4			7.8			6.8	
Confl. Peds. (#/hr)												10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	36	184	0	0	0	0	0	1608	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	36	184	0	0	0	0	0	1608	56
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Minimum Split (s)				14.9	14.9						15.1	15.1
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	85.0	85.0
Total Split (%)	0.0%	0.0%	0.0%	29.2%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	70.8%
Maximum Green (s)				30.1	30.1						79.9	79.9
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				0.9	0.9						1.1	1.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.9	3.9	3.0	3.0	3.0	3.0	3.0	4.1	4.1
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				10.0	10.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				31.1	31.1						80.9	80.9
Actuated g/C Ratio				0.26	0.26						0.67	0.67

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio				0.08	0.22						0.52	0.06
Control Delay				17.2	36.0						7.1	2.5
Queue Delay				5.9	125.5						0.1	0.0
Total Delay				23.1	161.5						7.2	2.5
LOS				C	F						A	A
Approach Delay					138.8						7.0	
Approach LOS					F						A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 23 (19%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 22.4		Intersection LOS: C	
Intersection Capacity Utilization 63.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Market St. & MEMORIAL DR SB



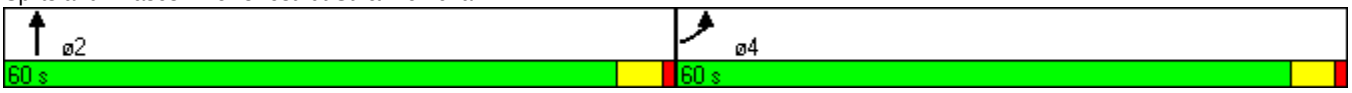


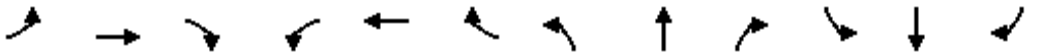
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	720	0	0	1100	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.91	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3090	0	0	4577	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3090	0	0	4577	0	0
Right Turn on Red	Yes	Yes				Yes
Satd. Flow (RTOR)	88					
Link Speed (mph)	30			30	30	
Link Distance (ft)	123			283	293	
Travel Time (s)	2.8			6.4	6.7	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	720	0	0	1100	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	720	0	0	1100	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1			1		
Detector Template						
Leading Detector (ft)	50			50		
Trailing Detector (ft)	0			0		
Detector 1 Position(ft)	0			0		
Detector 1 Size(ft)	50			50		
Detector 1 Type	Cl+Ex			Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0		
Detector 1 Queue (s)	0.0			0.0		
Detector 1 Delay (s)	0.0			0.0		
Turn Type						
Protected Phases	4			2		
Permitted Phases						
Detector Phase	4			2		
Switch Phase						
Minimum Initial (s)	10.0			10.0		
Minimum Split (s)	15.2			15.3		
Total Split (s)	60.0	0.0	0.0	60.0	0.0	0.0
Total Split (%)	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%
Maximum Green (s)	54.8			54.7		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	1.2			1.3		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.2	3.0	3.0	4.3	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0			4.0		
Recall Mode	Max			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	10.0			10.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	55.8			55.7		
Actuated g/C Ratio	0.46			0.46		
v/c Ratio	0.49			0.52		
Control Delay	2.0			17.9		
Queue Delay	0.1			1.1		
Total Delay	2.1			19.1		
LOS	A			B		
Approach Delay	2.1			19.1		
Approach LOS	A			B		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 42 (35%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Chestnut St. & Memorial Dr NB





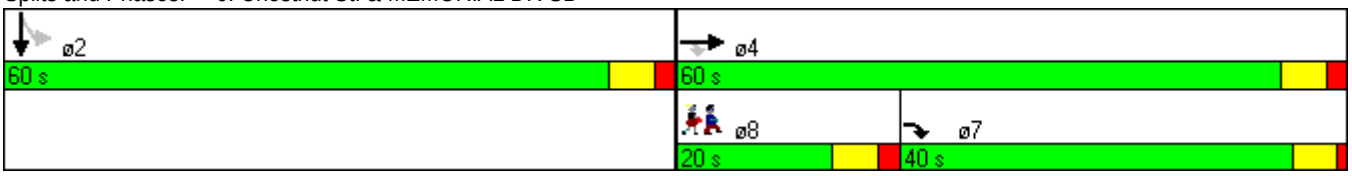
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	676	624	0	0	0	0	0	0	36	1032	0
Ideal Flow (vphpl)	1900	2000	1800	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor			0.96									
Frt			0.850									
Flt Protected											0.998	
Satd. Flow (prot)	0	3353	1350	0	0	0	0	0	0	0	4808	0
Flt Permitted											0.998	
Satd. Flow (perm)	0	3353	1293	0	0	0	0	0	0	0	4808	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			53								6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		357			123			301			294	
Travel Time (s)		8.1			2.8			6.8			6.7	
Confl. Peds. (#/hr)			18									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	676	624	0	0	0	0	0	0	36	1032	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	676	624	0	0	0	0	0	0	0	1068	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.22	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			custom							Perm		
Protected Phases		4	7								2	
Permitted Phases			4							2		
Detector Phase		4	7							2	2	
Switch Phase												
Minimum Initial (s)		10.0	5.0							10.0	10.0	
Minimum Split (s)		27.0	26.0							36.0	36.0	
Total Split (s)	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	60.0	0.0
Total Split (%)	0.0%	50.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)		54.0	35.0							54.0	54.0	

Lane Group	ø8
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	22.0
Total Split (s)	20.0
Total Split (%)	17%
Maximum Green (s)	14.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		2.0	1.0							2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0
Lead/Lag			Lag									
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0	3.0							4.0	4.0	
Recall Mode		Max	Max							C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								23.0	23.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		55.0	56.0								55.0	
Actuated g/C Ratio		0.46	0.47								0.46	
v/c Ratio		0.44	0.96								0.48	
Control Delay		13.2	42.5								20.8	
Queue Delay		0.3	1.2								0.6	
Total Delay		13.5	43.6								21.4	
LOS		B	D								C	
Approach Delay		28.0									21.4	
Approach LOS		C									C	

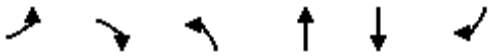
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 38 (32%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 98.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 6: Chestnut St. & MEMORIAL DR SB

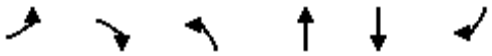


Lane Group	ø8
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Max
Walk Time (s)	0.0
Flash Dont Walk (s)	0.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	108	1712	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	180			0			
Storage Lanes	0	0	1			0			
Taper Length (ft)	50	50	50			50			
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00			
Frt									
Flt Protected			0.950						
Satd. Flow (prot)	0	0	1370	4325	0	0			
Flt Permitted			0.950						
Satd. Flow (perm)	0	0	1370	4325	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			97	2					
Link Speed (mph)	25			30	30				
Link Distance (ft)	119			293	441				
Travel Time (s)	3.2			6.7	10.0				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	108	1712	0	0			
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	0	0	97	1723	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			4.0				10.0	5.0	4.0
Minimum Split (s)			8.0				16.0	11.0	10.0
Total Split (s)	0.0	0.0	40.0	156.0	0.0	0.0	98.0	22.0	58.0
Total Split (%)	0.0%	0.0%	33.3%	130.0%	0.0%	0.0%	82%	18%	48%

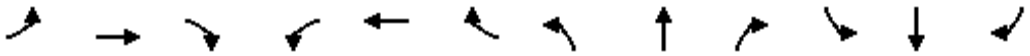


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Maximum Green (s)			36.0				92.0	16.0	52.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			0.0				2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	3.0	5.0	3.0	3.0			
Lead/Lag			Lead						Lag
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0				4.5	2.0	4.5
Recall Mode			Max				C-Max	None	Max
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.07	0.40					
Control Delay			0.1	0.4					
Queue Delay			0.0	0.0					
Total Delay			0.1	0.4					
LOS			A	A					
Approach Delay				0.4					
Approach LOS				A					

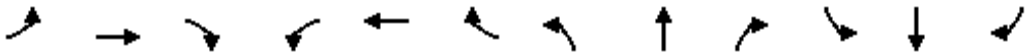
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 107 (89%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 0.4		Intersection LOS: A	
Intersection Capacity Utilization 63.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Pine St. & Memorial Dr NB





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	16	96	0	0	0	0	0	1052	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											1.00	
Frt											0.986	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	4506	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	4506	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				16							25	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		371			119			294			429	
Travel Time (s)		10.1			3.2			6.7			9.8	
Confl. Peds. (#/hr)												2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	16	96	0	0	0	0	0	1052	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	16	96	0	0	0	0	0	1160	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	
Detector Template												
Leading Detector (ft)				50	50						50	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				50	50						50	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Detector Phase				4	4						2	
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	
Minimum Split (s)				16.0	16.0						16.0	
Total Split (s)	0.0	0.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	37.5%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	0.0%
Maximum Green (s)				39.0	39.0						69.0	

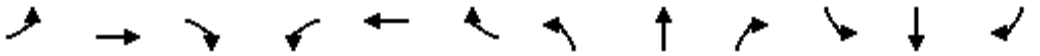


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	
All-Red Time (s)				2.0	2.0						2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	5.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	
Recall Mode				None	None						C-Max	
Walk Time (s)				5.0	5.0						5.0	
Flash Dont Walk (s)				10.0	10.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)				12.0	12.0						98.0	
Actuated g/C Ratio				0.10	0.10						0.82	
v/c Ratio				0.09	0.30						0.31	
Control Delay				23.0	50.5						2.9	
Queue Delay				0.0	0.0						0.0	
Total Delay				23.0	50.6						3.0	
LOS				C	D						A	
Approach Delay					46.6						3.0	
Approach LOS					D						A	

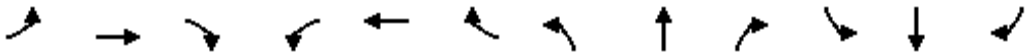
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 32 (27%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 63.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Pine St. & MEMORIAL DR SB





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	812	0	0	0	0	0	612	520	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00	1.00	1.00
Ped Bike Factor								0.97	0.89			
Frt								0.955	0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	5767	0	0	0	0	0	5014	1154	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	5767	0	0	0	0	0	5014	1025	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	96							63	63			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			201			874			345	
Travel Time (s)		8.2			4.6			19.9			7.8	
Confl. Peds. (#/hr)									85			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	96	812	0	0	0	0	0	612	520	0	0	0
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	96	812	0	0	0	0	0	872	260	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1			
Detector Template												
Leading Detector (ft)	50	50						50	50			
Trailing Detector (ft)	0	0						0	0			
Detector 1 Position(ft)	0	0						0	0			
Detector 1 Size(ft)	50	50						50	50			
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0			
Detector 1 Queue (s)	0.0	0.0						0.0	0.0			
Detector 1 Delay (s)	0.0	0.0						0.0	0.0			
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Detector Phase	4	4						2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0						10.0	10.0			
Minimum Split (s)	10.3	10.3						15.7	15.7			
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	70.0	70.0	0.0	0.0	0.0
Total Split (%)	41.7%	41.7%	0.0%	0.0%	0.0%	0.0%	0.0%	58.3%	58.3%	0.0%	0.0%	0.0%
Maximum Green (s)	44.7	44.7						64.3	64.3			

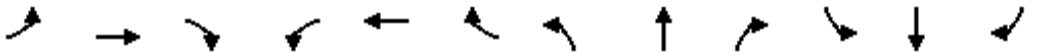


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.3	1.3						1.7	1.7			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.3	4.3	3.0	3.0	3.0	3.0	3.0	4.7	4.7	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2	0.2			
Recall Mode	None	None						C-Max	C-Max			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	17.0	17.0						23.0	23.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	21.2	21.2						89.8	89.8			
Actuated g/C Ratio	0.18	0.18						0.75	0.75			
v/c Ratio	0.27	0.80						0.23	0.33			
Control Delay	28.8	61.0						4.6	5.3			
Queue Delay	0.0	0.0						0.0	0.0			
Total Delay	28.8	61.0						4.6	5.3			
LOS	C	E						A	A			
Approach Delay		57.6						4.8				
Approach LOS		E						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 23 (19%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 28.3		Intersection LOS: C	
Intersection Capacity Utilization 80.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: Walnut St. & 4th Street



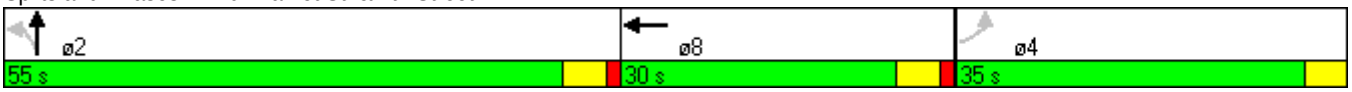


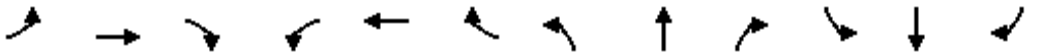
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	420	0	0	0	152	108	144	532	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	0.91	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor					0.98							
Frt					0.938							
Flt Protected	0.950							0.989				
Satd. Flow (prot)	3090	0	0	0	4211	0	0	5704	0	0	0	0
Flt Permitted	0.585							0.989				
Satd. Flow (perm)	1903	0	0	0	4211	0	0	5704	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					108							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		359			344			345			300	
Travel Time (s)		7.0			6.7			7.8			6.8	
Confl. Peds. (#/hr)						24						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	420	0	0	0	152	108	144	532	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	420	0	0	0	260	0	0	676	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	custom						Perm					
Protected Phases					8			2				
Permitted Phases	4						2					
Minimum Split (s)	29.0				27.0		31.0	31.0				
Total Split (s)	35.0	0.0	0.0	0.0	30.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	29.2%	0.0%	0.0%	0.0%	25.0%	0.0%	45.8%	45.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	31.0				24.6		49.8	49.8				
Yellow Time (s)	4.0				4.0		4.0	4.0				
All-Red Time (s)	0.0				1.4		1.2	1.2				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	0.0	0.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.4	3.0	4.2	4.2	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					18.0		20.0	20.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)	32.0				25.6			50.8				
Actuated g/C Ratio	0.27				0.21			0.42				
v/c Ratio	0.83				0.26			0.28				
Control Delay	24.1				5.3			23.6				
Queue Delay	0.0				0.0			0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	24.1				5.3			23.6				
LOS	C				A			C				
Approach Delay					5.3			23.6				
Approach LOS					A			C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 57 (48%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: Market St. & 4th Street





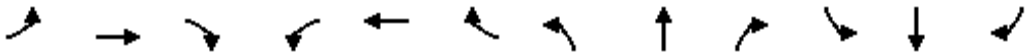
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	123	908	0	0	0	0	0	584	456	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.86	0.88	1.00	1.00	1.00
Ped Bike Factor									0.82			
Frt									0.850			
Flt Protected		0.994										
Satd. Flow (prot)	0	4789	0	0	0	0	0	6071	2508	0	0	0
Flt Permitted		0.994										
Satd. Flow (perm)	0	4789	0	0	0	0	0	6071	2064	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21							29			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			357			300			301	
Travel Time (s)		8.3			8.1			6.8			6.8	
Confl. Peds. (#/hr)									103			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	123	908	0	0	0	0	0	584	456	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1031	0	0	0	0	0	584	456	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	30.4	30.4						30.2	30.2			
Total Split (s)	40.0	40.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0	0.0	0.0
Total Split (%)	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%	0.0%	0.0%
Maximum Green (s)	34.6	34.6						74.8	74.8			
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.4	1.4						1.2	1.2			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.4	4.4	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	18.0	18.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)		35.6						75.8	75.8			
Actuated g/C Ratio		0.30						0.63	0.63			
v/c Ratio		0.72						0.15	0.35			
Control Delay		29.9						3.2	3.5			
Queue Delay		2.0						0.0	0.4			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		31.9						3.2	3.9			
LOS		C						A	A			
Approach Delay		31.9						3.5				
Approach LOS		C						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Chestnut St. & 4th Street





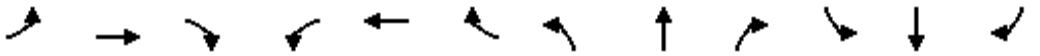
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	100	96	208	632	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.81	0.81	1.00	1.00	1.00	1.00
Ped Bike Factor						0.88						
Frt						0.850						
Flt Protected							0.950	0.997				
Satd. Flow (prot)	0	0	0	0	3185	1425	1290	5415	0	0	0	0
Flt Permitted							0.950	0.997				
Satd. Flow (perm)	0	0	0	0	3185	1253	1290	5415	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						96	162	26				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		363			371			301			292	
Travel Time (s)		9.9			10.1			6.8			6.6	
Confl. Peds. (#/hr)						74						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	100	96	208	632	0	0	0	0
Shared Lane Traffic (%)							22%					
Lane Group Flow (vph)	0	0	0	0	100	96	162	678	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type						Perm	Perm					
Protected Phases					4			2				
Permitted Phases						4	2					
Detector Phase					4	4	2	2				
Switch Phase												
Minimum Initial (s)					5.0	5.0	10.0	10.0				
Minimum Split (s)					45.3	45.3	85.0	85.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	0.0	0.0	0.0	0.0	35.0	35.0	85.0	85.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	29.2%	29.2%	70.8%	70.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					29.7	29.7	79.7	79.7				
Yellow Time (s)					4.0	4.0	4.0	4.0				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2	0.2	0.2	0.2				
Recall Mode					None	None	C-Max	C-Max				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					17.0	17.0	17.0	17.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					7.8	7.8	103.6	103.6				
Actuated g/C Ratio					0.06	0.06	0.86	0.86				
v/c Ratio					0.48	0.56	0.14	0.14				
Control Delay					65.4	28.7	0.3	0.5				
Queue Delay					0.0	0.0	0.4	0.1				
Total Delay					65.4	28.7	0.7	0.7				
LOS					E	C	A	A				
Approach Delay					47.4			0.7				
Approach LOS					D			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 26 (22%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 75.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: Pine St. & 4th Street





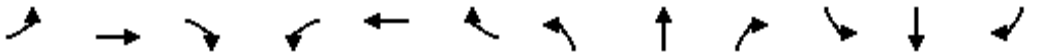
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	618	48	0	0	0	0	0	0	284	868	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor			0.93									
Frt			0.850									
Flt Protected										0.950	0.997	
Satd. Flow (prot)	0	4577	1425	0	0	0	0	0	0	1290	5415	0
Flt Permitted										0.950	0.997	
Satd. Flow (perm)	0	4577	1321	0	0	0	0	0	0	1290	5415	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			48							68	22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			361			566			334	
Travel Time (s)		8.1			8.2			12.9			7.6	
Confl. Peds. (#/hr)			43									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	618	48	0	0	0	0	0	0	284	868	0
Shared Lane Traffic (%)										22%		
Lane Group Flow (vph)	0	618	48	0	0	0	0	0	0	222	930	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			Perm							Perm		
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		50.4	50.4							75.4	75.4	
Total Split (s)	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		34.6	34.6							74.6	74.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	4.4	4.4	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		0.2	0.2							0.2	0.2	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		18.0	18.0							18.0	18.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		35.6	35.6							75.6	75.6	
Actuated g/C Ratio		0.30	0.30							0.63	0.63	
v/c Ratio		0.46	0.11							0.26	0.27	
Control Delay		35.6	9.3							4.3	5.5	
Queue Delay		0.0	0.0							0.6	0.2	
Total Delay		35.6	9.3							4.9	5.7	
LOS		D	A							A	A	
Approach Delay		33.7									5.5	
Approach LOS		C									A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 15.9		Intersection LOS: B	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: Walnut St. & Broadway Ave.



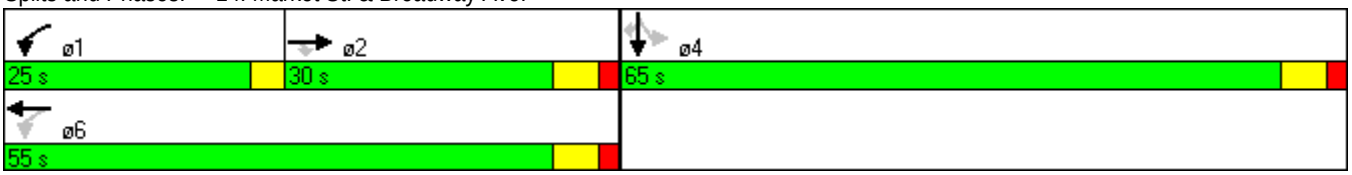


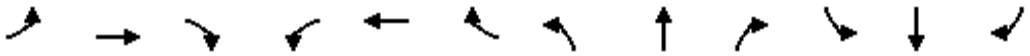
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	404	116	100	232	0	0	0	0	32	980	188
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		1.00	0.92									
Frt		0.996	0.850									0.850
Flt Protected				0.950	0.998						0.998	
Satd. Flow (prot)	0	3192	1365	1449	3045	0	0	0	0	0	6058	1425
Flt Permitted				0.299	0.955						0.998	
Satd. Flow (perm)	0	3192	1259	456	2914	0	0	0	0	0	6058	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2	104									188
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			359			334			295	
Travel Time (s)		6.6			7.0			7.6			6.7	
Confl. Peds. (#/hr)			50									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	404	116	100	232	0	0	0	0	32	980	188
Shared Lane Traffic (%)			10%	10%								
Lane Group Flow (vph)	0	416	104	90	242	0	0	0	0	0	1012	188
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		11.0	11.0	8.0	11.0					11.0	11.0	11.0
Total Split (s)	0.0	30.0	30.0	25.0	55.0	0.0	0.0	0.0	0.0	65.0	65.0	65.0
Total Split (%)	0.0%	25.0%	25.0%	20.8%	45.8%	0.0%	0.0%	0.0%	0.0%	54.2%	54.2%	54.2%
Maximum Green (s)		24.0	24.0	22.0	49.0					59.0	59.0	59.0
Yellow Time (s)		4.0	4.0	3.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	2.0	5.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		25.0	25.0	53.0	50.0						60.0	60.0
Actuated g/C Ratio		0.21	0.21	0.44	0.42						0.50	0.50

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.62	0.30	0.23	0.20						0.33	0.23
Control Delay		47.8	9.9	21.9	21.7						14.0	2.7
Queue Delay		0.0	0.0	0.0	0.0						0.3	0.5
Total Delay		47.8	9.9	21.9	21.7						14.3	3.2
LOS		D	A	C	C						B	A
Approach Delay		40.2			21.8						12.5	
Approach LOS		D			C						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 109 (91%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Market St. & Broadway Ave.





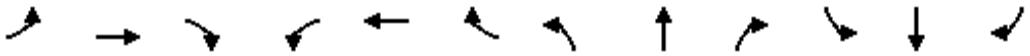
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	560	180	0	0	0	0	0	0	421	1020	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.97										
Frt		0.964										
Flt Protected											0.986	
Satd. Flow (prot)	0	4505	0	0	0	0	0	0	0	0	5986	0
Flt Permitted											0.986	
Satd. Flow (perm)	0	4505	0	0	0	0	0	0	0	0	5986	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		69									92	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			365			295			289	
Travel Time (s)		7.6			8.3			6.7			6.6	
Confl. Peds. (#/hr)			66									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	560	180	0	0	0	0	0	0	421	1020	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	740	0	0	0	0	0	0	0	0	1441	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	
Detector Template												
Leading Detector (ft)		50								50	50	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		50								50	50	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Detector Phase		4								2	2	
Switch Phase												
Minimum Initial (s)		5.0								5.0	5.0	
Minimum Split (s)		10.0								10.0	10.0	
Total Split (s)	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		35.0								75.0	75.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0								5.0	5.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								10.0	10.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		28.7									83.3	
Actuated g/C Ratio		0.24									0.69	
v/c Ratio		0.65									0.34	
Control Delay		39.6									4.1	
Queue Delay		0.2									0.2	
Total Delay		39.8									4.3	
LOS		D									A	
Approach Delay		39.8									4.3	
Approach LOS		D									A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 21 (18%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: Chestnut St. & Broadway Ave.





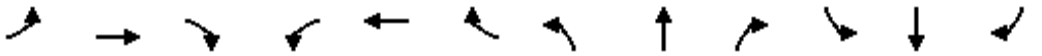
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	295	92	0	0	0	0	0	850	40
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											0.99	
Frt											0.993	
Flt Protected					0.963							
Satd. Flow (prot)	0	0	0	0	4639	0	0	0	0	0	4755	0
Flt Permitted					0.963							
Satd. Flow (perm)	0	0	0	0	4639	0	0	0	0	0	4755	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					210						13	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		329			363			289			298	
Travel Time (s)		9.0			9.9			6.6			6.8	
Confl. Peds. (#/hr)												58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	295	92	0	0	0	0	0	850	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	387	0	0	0	0	0	890	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	
Detector Template												
Leading Detector (ft)				50	50						50	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				50	50						50	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Detector Phase				4	4						2	
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	
Minimum Split (s)				15.0	15.0						15.0	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	85.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	29.2%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	0.0%
Maximum Green (s)				30.0	30.0						80.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	
All-Red Time (s)				1.0	1.0						1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	
Recall Mode				Max	Max						C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				14.0	14.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)					31.0						81.0	
Actuated g/C Ratio					0.26						0.68	
v/c Ratio					0.29						0.28	
Control Delay					12.2						4.7	
Queue Delay					0.0						0.4	
Total Delay					12.2						5.1	
LOS					B						A	
Approach Delay					12.2						5.1	
Approach LOS					B						A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 33 (28%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 43.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Pine St. & Broadway Ave.



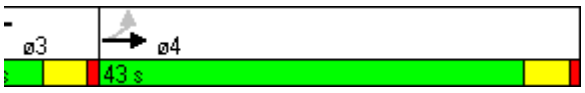


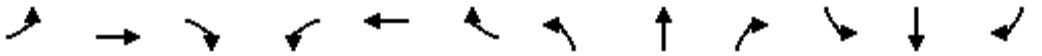
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	4	0	0	0	7	0	2035	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor						0.98		1.00				
Frt						0.865						
Flt Protected	0.950	0.955										
Satd. Flow (prot)	1513	1521	0	0	0	1450	0	5767	0	0	0	0
Flt Permitted	0.950	0.955										
Satd. Flow (perm)	1513	1521	0	0	0	1420	0	5767	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	62	58				267						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			246			931			351	
Travel Time (s)		3.1			5.6			21.2			8.0	
Confl. Peds. (#/hr)						2			5			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	120	4	0	0	0	7	0	2035	3	0	0	0
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	62	62	0	0	0	7	0	2038	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1				1		1				
Detector Template												
Leading Detector (ft)	50	50				50		50				
Trailing Detector (ft)	0	0				0		0				
Detector 1 Position(ft)	0	0				0		0				
Detector 1 Size(ft)	50	50				50		50				
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0				
Detector 1 Queue (s)	0.0	0.0				0.0		0.0				
Detector 1 Delay (s)	0.0	0.0				0.0		0.0				
Turn Type	Perm					custom						
Protected Phases		4				3		2				
Permitted Phases	4					3						
Detector Phase	4	4				3		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0				5.0		10.0				
Minimum Split (s)	15.5	15.5				10.1		15.5				
Total Split (s)	43.0	43.0	0.0	0.0	0.0	12.0	0.0	65.0	0.0	0.0	0.0	0.0
Total Split (%)	35.8%	35.8%	0.0%	0.0%	0.0%	10.0%	0.0%	54.2%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	37.9	37.9				6.9		59.5				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0				4.0		4.0				
All-Red Time (s)	1.1	1.1				1.1		1.5				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.1	4.1	3.0	3.0	3.0	4.1	3.0	4.5	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag				Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0				3.0		4.0				
Recall Mode	Max	Max				Max		C-Max				
Walk Time (s)	7.0	7.0				0.0		7.0				
Flash Dont Walk (s)	14.0	14.0				0.0		10.0				
Pedestrian Calls (#/hr)	0	0				0		0				
Act Effct Green (s)	38.9	38.9				7.9		60.5				
Actuated g/C Ratio	0.32	0.32				0.07		0.50				
v/c Ratio	0.12	0.12				0.02		0.70				
Control Delay	0.9	0.9				0.1		24.5				
Queue Delay	1.2	1.2				0.0		0.0				
Total Delay	2.1	2.1				0.1		24.5				
LOS	A	A				A		C				
Approach Delay		2.1						24.5				
Approach LOS		A						C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 114 (95%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 48.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Walnut St. & Memorial Dr NB



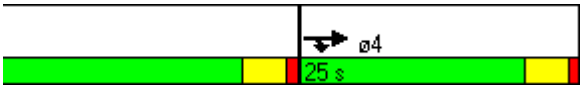


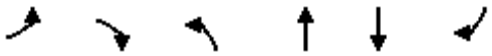
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	124	125	0	0	0	0	0	0	4	518	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.95	0.88	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	3353	2508	0	0	0	0	0	0	0	4818	0
Flt Permitted												
Satd. Flow (perm)	0	3353	2508	0	0	0	0	0	0	0	4818	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			125								3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			138			439			343	
Travel Time (s)		3.1			3.1			10.0			7.8	
Confl. Peds. (#/hr)			6									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	124	125	0	0	0	0	0	0	4	518	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	125	0	0	0	0	0	0	0	522	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Prot							Perm		
Protected Phases		4	4								2	
Permitted Phases										2		
Minimum Split (s)		15.0	15.0							15.2	15.2	
Total Split (s)	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	95.0	95.0	0.0
Total Split (%)	0.0%	20.8%	20.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	79.2%	79.2%	0.0%
Maximum Green (s)		20.0	20.0							89.8	89.8	
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.0	1.0							1.2	1.2	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		10.0	10.0							10.0	10.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		21.0	21.0								90.8	
Actuated g/C Ratio		0.18	0.18								0.76	
v/c Ratio		0.21	0.23								0.14	
Control Delay		39.4	20.9								2.1	
Queue Delay		0.0	0.0								0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		39.4	20.9								2.1	
LOS		D	C								A	
Approach Delay		30.1									2.1	
Approach LOS		C									A	

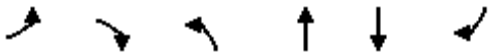
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 98 (82%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.23			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 48.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Walnut St. & MEMORIAL DR SB





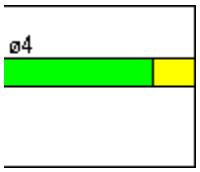
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	619	1544	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00			
Frt									
Flt Protected			0.950	0.997					
Satd. Flow (prot)	0	0	1370	4312	0	0			
Flt Permitted			0.950	0.997					
Satd. Flow (perm)	0	0	1370	4312	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			520	25					
Link Speed (mph)	35			30	30				
Link Distance (ft)	125			351	283				
Travel Time (s)	2.4			8.0	6.4				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	619	1544	0	0			
Shared Lane Traffic (%)			16%						
Lane Group Flow (vph)	0	0	520	1643	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			5.0				10.0	4.0	4.0
Minimum Split (s)			10.5				15.2	22.0	20.0
Total Split (s)	0.0	0.0	35.0	161.0	0.0	0.0	98.0	22.0	63.0
Total Split (%)	0.0%	0.0%	29.2%	134.2%	0.0%	0.0%	82%	18%	53%
Maximum Green (s)			30.5				92.8	18.0	59.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			0.5				1.2	0.0	0.0

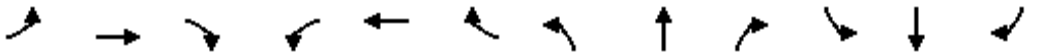


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	3.5	4.2	3.0	3.0			
Lead/Lag			Lag						Lead
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0				4.0	3.0	3.0
Recall Mode			Max				C-Max	None	C-Min
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.38	0.38					
Control Delay			1.6	0.5					
Queue Delay			1.4	0.1					
Total Delay			2.9	0.5					
LOS			A	A					
Approach Delay				1.1					
Approach LOS				A					

Intersection Summary	
Area Type:	CBD
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 112 (93%), Referenced to phase 2:NBTL and 6:NBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 1.1	Intersection LOS: A
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Market St. & Memorial Dr NB





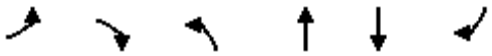
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	41	586	0	0	0	0	0	477	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												0.99
Frt												0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	3185	1425
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	3185	1405
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				41								81
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		344			125			343			301	
Travel Time (s)		6.7			2.4			7.8			6.8	
Confl. Peds. (#/hr)												4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	41	586	0	0	0	0	0	477	428
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	41	586	0	0	0	0	0	477	428
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Minimum Split (s)				24.0	24.0						20.0	20.0
Total Split (s)	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0
Total Split (%)	0.0%	0.0%	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%
Maximum Green (s)				34.9	34.9						76.0	76.0
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				1.1	1.1						0.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.1	4.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				10.0	10.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)				35.9	35.9						77.0	77.0
Actuated g/C Ratio				0.30	0.30						0.64	0.64
v/c Ratio				0.08	0.61						0.23	0.46
Control Delay				14.4	36.6						8.5	14.8
Queue Delay				5.3	232.8						0.3	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay				19.7	269.4						8.8	15.2
LOS				B	F						A	B
Approach Delay					253.0						11.8	
Approach LOS					F						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 33 (28%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 110.6		Intersection LOS: F	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Market St. & MEMORIAL DR SB





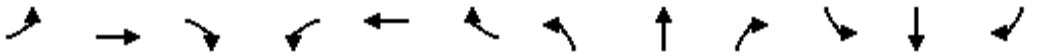
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	156	0	0	1552	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.91	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3090	0	0	4577	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3090	0	0	4577	0	0
Right Turn on Red	Yes	Yes				Yes
Satd. Flow (RTOR)	77					
Link Speed (mph)	30			30	30	
Link Distance (ft)	123			283	293	
Travel Time (s)	2.8			6.4	6.7	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	156	0	0	1552	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	156	0	0	1552	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1			1		
Detector Template						
Leading Detector (ft)	50			50		
Trailing Detector (ft)	0			0		
Detector 1 Position(ft)	0			0		
Detector 1 Size(ft)	50			50		
Detector 1 Type	Cl+Ex			Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0		
Detector 1 Queue (s)	0.0			0.0		
Detector 1 Delay (s)	0.0			0.0		
Turn Type						
Protected Phases	4			2		
Permitted Phases						
Detector Phase	4			2		
Switch Phase						
Minimum Initial (s)	10.0			10.0		
Minimum Split (s)	15.2			15.3		
Total Split (s)	40.0	0.0	0.0	80.0	0.0	0.0
Total Split (%)	33.3%	0.0%	0.0%	66.7%	0.0%	0.0%
Maximum Green (s)	34.8			74.7		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	1.2			1.3		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.2	3.0	3.0	4.3	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0			4.0		
Recall Mode	Max			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	10.0			10.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	35.8			75.7		
Actuated g/C Ratio	0.30			0.63		
v/c Ratio	0.16			0.54		
Control Delay	0.5			11.8		
Queue Delay	1.1			0.4		
Total Delay	1.6			12.2		
LOS	A			B		
Approach Delay	1.6			12.2		
Approach LOS	A			B		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 24 (20%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Chestnut St. & Memorial Dr NB





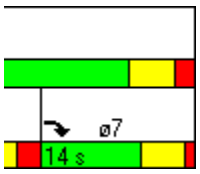
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	135	69	0	0	0	0	0	0	12	832	0
Ideal Flow (vphpl)	1900	2000	1800	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor			0.98									
Frt			0.850									
Flt Protected											0.999	
Satd. Flow (prot)	0	3353	1350	0	0	0	0	0	0	0	4813	0
Flt Permitted											0.999	
Satd. Flow (perm)	0	3353	1320	0	0	0	0	0	0	0	4813	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			69								4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		357			123			301			294	
Travel Time (s)		8.1			2.8			6.8			6.7	
Confl. Peds. (#/hr)			6									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	135	69	0	0	0	0	0	0	12	832	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	69	0	0	0	0	0	0	0	844	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.22	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			custom							Perm		
Protected Phases		4	7								2	
Permitted Phases			4							2		
Detector Phase		4	7							2	2	
Switch Phase												
Minimum Initial (s)		10.0	5.0							10.0	10.0	
Minimum Split (s)		27.0	26.0							36.0	36.0	
Total Split (s)	0.0	33.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	87.0	87.0	0.0
Total Split (%)	0.0%	27.5%	11.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	72.5%	72.5%	0.0%
Maximum Green (s)		27.0	9.0							81.0	81.0	

Lane Group	ø8
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	22.0
Total Split (s)	19.0
Total Split (%)	16%
Maximum Green (s)	13.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		2.0	1.0							2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0
Lead/Lag			Lag									
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0	3.0							4.0	4.0	
Recall Mode		Max	Max							C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								23.0	23.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		28.0	29.0								82.0	
Actuated g/C Ratio		0.23	0.24								0.68	
v/c Ratio		0.17	0.18								0.26	
Control Delay		17.4	3.6								11.1	
Queue Delay		0.0	0.0								0.4	
Total Delay		17.4	3.6								11.6	
LOS		B	A								B	
Approach Delay		12.7									11.6	
Approach LOS		B									B	

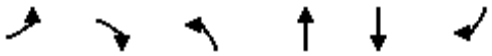
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 15 (13%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 6: Chestnut St. & MEMORIAL DR SB

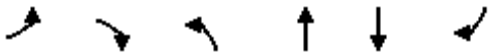


Lane Group	ø8
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Max
Walk Time (s)	0.0
Flash Dont Walk (s)	0.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary



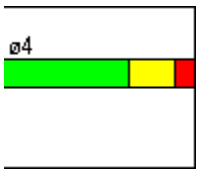
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	779	945	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	180			0			
Storage Lanes	0	0	1			0			
Taper Length (ft)	50	50	50			50			
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00			
Frt									
Flt Protected			0.950	0.986					
Satd. Flow (prot)	0	0	1370	4265	0	0			
Flt Permitted			0.950	0.986					
Satd. Flow (perm)	0	0	1370	4265	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			421	253					
Link Speed (mph)	25			30	30				
Link Distance (ft)	119			293	441				
Travel Time (s)	3.2			6.7	10.0				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	779	945	0	0			
Shared Lane Traffic (%)			46%						
Lane Group Flow (vph)	0	0	421	1303	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			4.0				10.0	5.0	4.0
Minimum Split (s)			8.0				98.0	11.0	10.0
Total Split (s)	0.0	0.0	45.0	151.0	0.0	0.0	98.0	22.0	53.0
Total Split (%)	0.0%	0.0%	37.5%	125.8%	0.0%	0.0%	82%	18%	44%

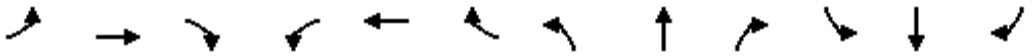


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Maximum Green (s)			41.0				92.0	16.0	47.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			0.0				2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	3.0	5.0	3.0	3.0			
Lead/Lag			Lead						Lag
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0				4.5	2.0	4.5
Recall Mode			Max				C-Max	None	Max
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.31	0.31					
Control Delay			0.5	0.2					
Queue Delay			0.4	0.0					
Total Delay			0.9	0.2					
LOS			A	A					
Approach Delay				0.4					
Approach LOS				A					

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 64 (53%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 0.4		Intersection LOS: A	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Pine St. & Memorial Dr NB





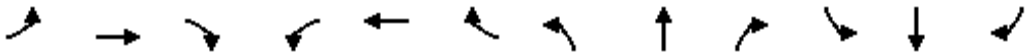
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	24	759	0	0	0	0	0	848	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											0.99	
Frt											0.951	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	4325	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	4325	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				24							97	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		371			119			294			429	
Travel Time (s)		10.1			3.2			6.7			9.8	
Confl. Peds. (#/hr)												3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	24	759	0	0	0	0	0	848	414
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	24	759	0	0	0	0	0	1262	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	
Detector Template												
Leading Detector (ft)				50	50						50	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				50	50						50	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Detector Phase				4	4						2	
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	
Minimum Split (s)				16.0	16.0						16.0	
Total Split (s)	0.0	0.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0	0.0	65.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	45.8%	45.8%	0.0%	0.0%	0.0%	0.0%	0.0%	54.2%	0.0%
Maximum Green (s)				49.0	49.0						59.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	
All-Red Time (s)				2.0	2.0						2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	5.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	
Recall Mode				None	None						C-Max	
Walk Time (s)				5.0	5.0						5.0	
Flash Dont Walk (s)				10.0	10.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)				39.2	39.2						70.8	
Actuated g/C Ratio				0.33	0.33						0.59	
v/c Ratio				0.04	0.73						0.49	
Control Delay				5.8	29.5						14.4	
Queue Delay				0.5	12.7						0.0	
Total Delay				6.2	42.2						14.4	
LOS				A	D						B	
Approach Delay					41.1						14.4	
Approach LOS					D						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 116 (97%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Pine St. & MEMORIAL DR SB



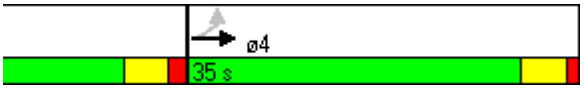


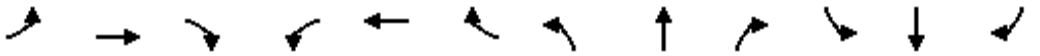
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	175	0	0	0	0	0	636	90	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00	1.00	1.00
Ped Bike Factor								1.00	0.92			
Frt								0.998	0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	5767	0	0	0	0	0	5415	1154	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	5767	0	0	0	0	0	5415	1064	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	74							4	81			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			201			874			345	
Travel Time (s)		8.2			4.6			19.9			7.8	
Confl. Peds. (#/hr)									56			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	74	175	0	0	0	0	0	636	90	0	0	0
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	74	175	0	0	0	0	0	645	81	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1			
Detector Template												
Leading Detector (ft)	50	50						50	50			
Trailing Detector (ft)	0	0						0	0			
Detector 1 Position(ft)	0	0						0	0			
Detector 1 Size(ft)	50	50						50	50			
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0			
Detector 1 Queue (s)	0.0	0.0						0.0	0.0			
Detector 1 Delay (s)	0.0	0.0						0.0	0.0			
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Detector Phase	4	4						2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0						10.0	10.0			
Minimum Split (s)	10.3	10.3						15.7	15.7			
Total Split (s)	35.0	35.0	0.0	0.0	0.0	0.0	0.0	85.0	85.0	0.0	0.0	0.0
Total Split (%)	29.2%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	70.8%	0.0%	0.0%	0.0%
Maximum Green (s)	29.7	29.7						79.3	79.3			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.3	1.3						1.7	1.7			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.3	4.3	3.0	3.0	3.0	3.0	3.0	4.7	4.7	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2	0.2			
Recall Mode	None	None						C-Max	C-Max			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	17.0	17.0						23.0	23.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	7.4	7.4						103.6	103.6			
Actuated g/C Ratio	0.06	0.06						0.86	0.86			
v/c Ratio	0.44	0.49						0.14	0.09			
Control Delay	12.3	41.5						1.4	0.5			
Queue Delay	0.0	0.0						0.0	0.0			
Total Delay	12.3	41.5						1.4	0.5			
LOS	B	D						A	A			
Approach Delay		32.8						1.3				
Approach LOS		C						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 64 (53%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 9.3		Intersection LOS: A	
Intersection Capacity Utilization 72.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Walnut St. & 4th Street



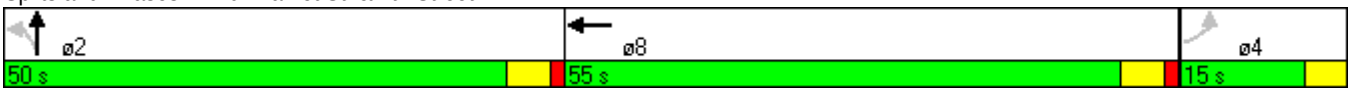


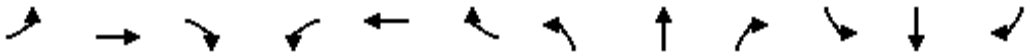
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	139	0	0	0	900	139	143	584	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	0.91	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt					0.980							
Flt Protected	0.950							0.990				
Satd. Flow (prot)	3090	0	0	0	4469	0	0	5709	0	0	0	0
Flt Permitted	0.333							0.990				
Satd. Flow (perm)	1083	0	0	0	4469	0	0	5709	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					30							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		359			344			345			300	
Travel Time (s)		7.0			6.7			7.8			6.8	
Confl. Peds. (#/hr)						11						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	139	0	0	0	900	139	143	584	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	0	0	0	1039	0	0	727	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	custom						Perm					
Protected Phases					8			2				
Permitted Phases	4						2					
Minimum Split (s)	15.0				27.0		31.0	31.0				
Total Split (s)	15.0	0.0	0.0	0.0	55.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0
Total Split (%)	12.5%	0.0%	0.0%	0.0%	45.8%	0.0%	41.7%	41.7%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	11.0				49.6		44.8	44.8				
Yellow Time (s)	4.0				4.0		4.0	4.0				
All-Red Time (s)	0.0				1.4		1.2	1.2				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.4	3.0	4.2	4.2	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					18.0		20.0	20.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)	12.0				50.6			45.8				
Actuated g/C Ratio	0.10				0.42			0.38				
v/c Ratio	1.29				0.55			0.33				
Control Delay	215.6				19.1			26.0				
Queue Delay	0.0				0.9			0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	215.6				20.0			26.0				
LOS	F				B			C				
Approach Delay					20.0			26.0				
Approach LOS					B			C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 68 (57%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 36.5		Intersection LOS: D	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: Market St. & 4th Street





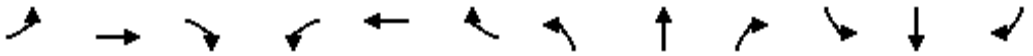
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	114	0	0	0	0	0	698	119	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.86	0.88	1.00	1.00	1.00
Ped Bike Factor									0.90			
Frt									0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	4818	0	0	0	0	0	6071	2508	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	4818	0	0	0	0	0	6071	2261	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	61								119			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			357			300			301	
Travel Time (s)		8.3			8.1			6.8			6.8	
Confl. Peds. (#/hr)									54			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	61	114	0	0	0	0	0	698	119	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	114	0	0	0	0	0	698	119	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	30.4	30.4						30.2	30.2			
Total Split (s)	35.0	35.0	0.0	0.0	0.0	0.0	0.0	85.0	85.0	0.0	0.0	0.0
Total Split (%)	29.2%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	70.8%	0.0%	0.0%	0.0%
Maximum Green (s)	29.6	29.6						79.8	79.8			
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.4	1.4						1.2	1.2			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.4	4.4	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	18.0	18.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	30.6	30.6						80.8	80.8			
Actuated g/C Ratio	0.26	0.26						0.67	0.67			
v/c Ratio	0.13	0.09						0.17	0.08			
Control Delay	6.9	31.1						3.8	0.1			
Queue Delay	0.0	0.0						0.2	0.0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	6.9	31.1						4.0	0.1			
LOS	A	C						A	A			
Approach Delay		22.6						3.4				
Approach LOS		C						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 28 (23%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.17			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Chestnut St. & 4th Street





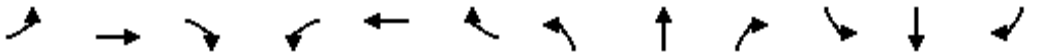
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	790	343	233	440	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.81	0.81	1.00	1.00	1.00	1.00
Ped Bike Factor						0.92						
Frt						0.850						
Flt Protected							0.950	0.991				
Satd. Flow (prot)	0	0	0	0	4577	1425	1290	5383	0	0	0	0
Flt Permitted							0.950	0.991				
Satd. Flow (perm)	0	0	0	0	4577	1305	1290	5383	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						343	69	69				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		363			371			301			292	
Travel Time (s)		9.9			10.1			6.8			6.6	
Confl. Peds. (#/hr)						49						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	790	343	233	440	0	0	0	0
Shared Lane Traffic (%)							44%					
Lane Group Flow (vph)	0	0	0	0	790	343	130	543	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type						Perm	Perm					
Protected Phases					4			2				
Permitted Phases						4	2					
Detector Phase					4	4	2	2				
Switch Phase												
Minimum Initial (s)					5.0	5.0	10.0	10.0				
Minimum Split (s)					45.3	45.3	75.3	75.3				
Total Split (s)	0.0	0.0	0.0	0.0	50.0	50.0	70.0	70.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	41.7%	41.7%	58.3%	58.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					44.7	44.7	64.7	64.7				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)					4.0	4.0	4.0	4.0				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2	0.2	0.2	0.2				
Recall Mode					None	None	C-Max	C-Max				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					17.0	17.0	17.0	17.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					25.3	25.3	86.1	86.1				
Actuated g/C Ratio					0.21	0.21	0.72	0.72				
v/c Ratio					0.82	0.63	0.14	0.14				
Control Delay					50.0	10.3	6.8	7.7				
Queue Delay					0.0	0.0	0.7	0.0				
Total Delay					50.0	10.3	7.5	7.7				
LOS					D	B	A	A				
Approach Delay					38.0			7.6				
Approach LOS					D			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 112 (93%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 26.7		Intersection LOS: C	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Pine St. & 4th Street





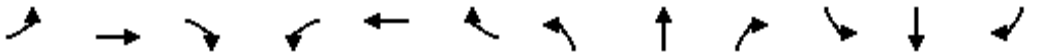
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	176	147	0	0	0	0	0	0	86	1099	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor			0.89									
Frt			0.850									
Flt Protected										0.950		
Satd. Flow (prot)	0	4577	1425	0	0	0	0	0	0	1290	5432	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	4577	1263	0	0	0	0	0	0	1290	5432	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			108							77	2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			361			566			334	
Travel Time (s)		8.1			8.2			12.9			7.6	
Confl. Peds. (#/hr)			72									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	176	147	0	0	0	0	0	0	86	1099	0
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	176	147	0	0	0	0	0	0	77	1108	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			Perm							Perm		
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		50.4	50.4							75.4	75.4	
Total Split (s)	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		34.6	34.6							74.6	74.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	4.4	4.4	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		0.2	0.2							0.2	0.2	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		18.0	18.0							18.0	18.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		35.6	35.6							75.6	75.6	
Actuated g/C Ratio		0.30	0.30							0.63	0.63	
v/c Ratio		0.13	0.33							0.09	0.32	
Control Delay		31.2	12.5							4.0	15.4	
Queue Delay		0.0	0.0							0.0	0.3	
Total Delay		31.2	12.5							4.0	15.7	
LOS		C	B							A	B	
Approach Delay		22.7									14.9	
Approach LOS		C									B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: Walnut St. & Broadway Ave.



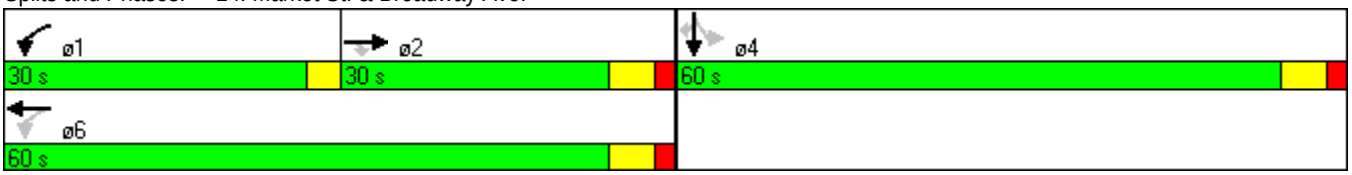


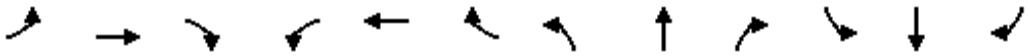
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	126	147	435	620	0	0	0	0	4	566	249
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.98	0.94									0.89
Frt		0.951	0.850									0.850
Flt Protected				0.950	0.993							
Satd. Flow (prot)	0	2999	1365	1449	3030	0	0	0	0	0	6071	1425
Flt Permitted				0.564	0.828							
Satd. Flow (perm)	0	2999	1290	860	2526	0	0	0	0	0	6071	1269
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57	85									183
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			359			334			295	
Travel Time (s)		6.6			7.0			7.6			6.7	
Confl. Peds. (#/hr)			33									61
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	126	147	435	620	0	0	0	0	4	566	249
Shared Lane Traffic (%)			42%	25%								
Lane Group Flow (vph)	0	188	85	326	729	0	0	0	0	0	570	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		11.0	11.0	8.0	11.0					11.0	11.0	11.0
Total Split (s)	0.0	30.0	30.0	30.0	60.0	0.0	0.0	0.0	0.0	60.0	60.0	60.0
Total Split (%)	0.0%	25.0%	25.0%	25.0%	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%
Maximum Green (s)		24.0	24.0	27.0	54.0					54.0	54.0	54.0
Yellow Time (s)		4.0	4.0	3.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	2.0	5.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		25.0	25.0	58.0	55.0						55.0	55.0
Actuated g/C Ratio		0.21	0.21	0.48	0.46						0.46	0.46

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.28	0.25	0.59	0.58						0.20	0.37
Control Delay		28.8	10.3	14.0	11.4						18.0	8.8
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.7
Total Delay		28.8	10.3	14.0	11.4						18.0	9.6
LOS		C	B	B	B						B	A
Approach Delay		23.0			12.2						15.4	
Approach LOS		C			B						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 109 (91%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Market St. & Broadway Ave.





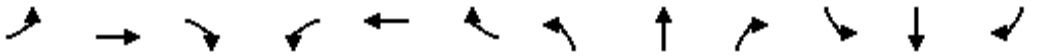
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	90	57	0	0	0	0	0	0	90	728	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor		0.99										
Frt		0.942										
Flt Protected											0.995	
Satd. Flow (prot)	0	5636	0	0	0	0	0	0	0	0	7111	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	5636	0	0	0	0	0	0	0	0	7111	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		57									57	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			365			295			289	
Travel Time (s)		7.6			8.3			6.7			6.6	
Confl. Peds. (#/hr)			15									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	90	57	0	0	0	0	0	0	90	728	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	0	0	0	0	0	0	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	
Detector Template												
Leading Detector (ft)		50								50	50	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		50								50	50	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Detector Phase		4								2	2	
Switch Phase												
Minimum Initial (s)		5.0								5.0	5.0	
Minimum Split (s)		10.0								10.0	10.0	
Total Split (s)	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.0	85.0	0.0
Total Split (%)	0.0%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	70.8%	0.0%
Maximum Green (s)		30.0								80.0	80.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0								5.0	5.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								10.0	10.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		10.3									101.7	
Actuated g/C Ratio		0.09									0.85	
v/c Ratio		0.27									0.14	
Control Delay		32.2									0.8	
Queue Delay		0.0									0.0	
Total Delay		32.2									0.8	
LOS		C									A	
Approach Delay		32.2									0.8	
Approach LOS		C									A	

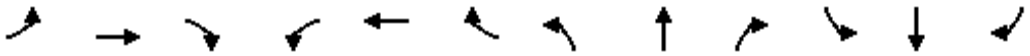
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 20 (17%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 29.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: Chestnut St. & Broadway Ave.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	129	592	0	0	0	0	0	401	135
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81
Ped Bike Factor											0.99	0.90
Frt											0.986	0.850
Flt Protected					0.991							
Satd. Flow (prot)	0	0	0	0	6016	0	0	0	0	0	5584	1154
Flt Permitted					0.991							
Satd. Flow (perm)	0	0	0	0	6016	0	0	0	0	0	5584	1035
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					57						26	94
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		329			363			289			298	
Travel Time (s)		9.0			9.9			6.6			6.8	
Confl. Peds. (#/hr)												44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	129	592	0	0	0	0	0	401	135
Shared Lane Traffic (%)												30%
Lane Group Flow (vph)	0	0	0	0	721	0	0	0	0	0	442	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				15.0	15.0						15.0	15.0
Total Split (s)	0.0	0.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0	0.0	65.0	65.0
Total Split (%)	0.0%	0.0%	0.0%	45.8%	45.8%	0.0%	0.0%	0.0%	0.0%	0.0%	54.2%	54.2%
Maximum Green (s)				50.0	50.0						60.0	60.0

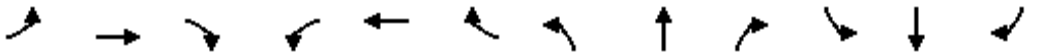


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				Max	Max						C-Max	C-Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				14.0	14.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)					51.0						61.0	61.0
Actuated g/C Ratio					0.42						0.51	0.51
v/c Ratio					0.28						0.16	0.16
Control Delay					3.1						8.0	0.9
Queue Delay					0.0						0.0	0.0
Total Delay					3.1						8.0	0.9
LOS					A						A	A
Approach Delay					3.1						6.8	
Approach LOS					A						A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 13 (11%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay: 4.7		Intersection LOS: A	
Intersection Capacity Utilization 32.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Pine St. & Broadway Ave.



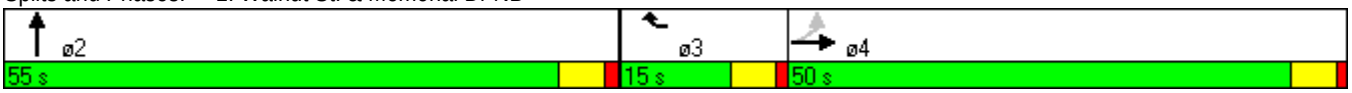


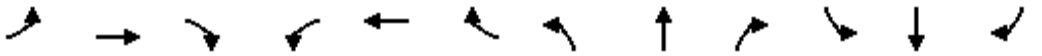
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	514	12	0	0	0	13	0	951	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor						0.95		1.00				
Frt						0.865		0.999				
Flt Protected	0.950	0.954										
Satd. Flow (prot)	1513	1519	0	0	0	1450	0	5759	0	0	0	0
Flt Permitted	0.950	0.954										
Satd. Flow (perm)	1513	1519	0	0	0	1376	0	5759	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	196	196				116		2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			246			951			351	
Travel Time (s)		3.1			5.6			21.6			8.0	
Confl. Peds. (#/hr)						12			7			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	514	12	0	0	0	13	0	951	8	0	0	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	262	264	0	0	0	13	0	959	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1				1		1				
Detector Template												
Leading Detector (ft)	50	50				50		50				
Trailing Detector (ft)	0	0				0		0				
Detector 1 Position(ft)	0	0				0		0				
Detector 1 Size(ft)	50	50				50		50				
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0				
Detector 1 Queue (s)	0.0	0.0				0.0		0.0				
Detector 1 Delay (s)	0.0	0.0				0.0		0.0				
Turn Type	Perm					custom						
Protected Phases		4				3		2				
Permitted Phases	4					3						
Detector Phase	4	4				3		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0				5.0		10.0				
Minimum Split (s)	15.5	15.5				10.1		15.5				
Total Split (s)	50.0	50.0	0.0	0.0	0.0	15.0	0.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	41.7%	41.7%	0.0%	0.0%	0.0%	12.5%	0.0%	45.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	44.9	44.9				9.9		49.5				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0				4.0		4.0				
All-Red Time (s)	1.1	1.1				1.1		1.5				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.1	4.1	3.0	3.0	3.0	4.1	3.0	4.5	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag				Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0				3.0		4.0				
Recall Mode	Max	Max				Max		C-Max				
Walk Time (s)	7.0	7.0				0.0		7.0				
Flash Dont Walk (s)	14.0	14.0				0.0		10.0				
Pedestrian Calls (#/hr)	0	0				0		0				
Act Effct Green (s)	45.9	45.9				10.9		50.5				
Actuated g/C Ratio	0.38	0.38				0.09		0.42				
v/c Ratio	0.37	0.38				0.05		0.40				
Control Delay	4.7	4.7				0.5		24.7				
Queue Delay	1.6	1.6				0.0		0.0				
Total Delay	6.3	6.4				0.5		24.7				
LOS	A	A				A		C				
Approach Delay		6.3						24.7				
Approach LOS		A						C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 35 (29%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Walnut St. & Memorial Dr NB





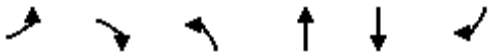
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	514	1035	0	0	0	0	0	0	8	1652	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.95	0.88	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	3353	2508	0	0	0	0	0	0	0	4818	0
Flt Permitted												
Satd. Flow (perm)	0	3353	2508	0	0	0	0	0	0	0	4818	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			56								1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			138			439			343	
Travel Time (s)		3.1			3.1			10.0			7.8	
Confl. Peds. (#/hr)			8									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	514	1035	0	0	0	0	0	0	8	1652	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	514	1035	0	0	0	0	0	0	0	1660	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Prot							Perm		
Protected Phases		4	4								2	
Permitted Phases										2		
Minimum Split (s)		15.0	15.0							15.2	15.2	
Total Split (s)	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		35.0	35.0							74.8	74.8	
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.0	1.0							1.2	1.2	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		10.0	10.0							10.0	10.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		36.0	36.0								75.8	
Actuated g/C Ratio		0.30	0.30								0.63	
v/c Ratio		0.51	1.31								0.55	
Control Delay		18.0	168.5								3.6	
Queue Delay		1.0	86.4								0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		19.0	254.9								3.6	
LOS		B	F								A	
Approach Delay		176.6									3.6	
Approach LOS		F									A	

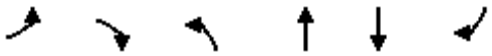
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 87.1		Intersection LOS: F	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Walnut St. & MEMORIAL DR SB





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	347	1146	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00			
Frt									
Flt Protected			0.950	0.999					
Satd. Flow (prot)	0	0	1370	4321	0	0			
Flt Permitted			0.950	0.999					
Satd. Flow (perm)	0	0	1370	4321	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			312	11					
Link Speed (mph)	35			30	30				
Link Distance (ft)	125			351	283				
Travel Time (s)	2.4			8.0	6.4				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	347	1146	0	0			
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	0	0	312	1181	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			10.0				10.0	4.0	4.0
Minimum Split (s)			15.2				15.2	22.0	20.0
Total Split (s)	0.0	0.0	22.0	174.0	0.0	0.0	98.0	22.0	76.0
Total Split (%)	0.0%	0.0%	18.3%	145.0%	0.0%	0.0%	82%	18%	63%
Maximum Green (s)			16.8				92.8	18.0	72.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			1.2				1.2	0.0	0.0

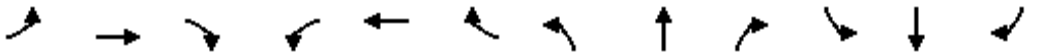


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	4.2	4.2	3.0	3.0			
Lead/Lag			Lead						Lag
Lead-Lag Optimize?									
Vehicle Extension (s)			4.0				4.0	3.0	3.0
Recall Mode			Max				C-Max	None	C-Min
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.23	0.27					
Control Delay			0.4	0.3					
Queue Delay			0.2	0.0					
Total Delay			0.6	0.3					
LOS			A	A					
Approach Delay				0.4					
Approach LOS				A					

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 119 (99%), Referenced to phase 2:NBTL and 6:NBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 0.4		Intersection LOS: A	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Market St. & Memorial Dr NB





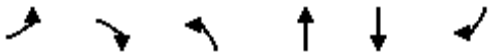
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	37	327	0	0	0	0	0	1640	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor												0.97
Frt												0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	4577	1425
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	4577	1378
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				37								35
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		344			125			343			301	
Travel Time (s)		6.7			2.4			7.8			6.8	
Confl. Peds. (#/hr)												10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	37	327	0	0	0	0	0	1640	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	37	327	0	0	0	0	0	1640	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Minimum Split (s)				14.9	14.9						15.1	15.1
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	85.0	85.0
Total Split (%)	0.0%	0.0%	0.0%	29.2%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	70.8%
Maximum Green (s)				30.1	30.1						79.9	79.9
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				0.9	0.9						1.1	1.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.9	3.9	3.0	3.0	3.0	3.0	3.0	4.1	4.1
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				10.0	10.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				31.1	31.1						80.9	80.9
Actuated g/C Ratio				0.26	0.26						0.67	0.67

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio				0.08	0.40						0.53	0.08
Control Delay				18.5	38.9						7.9	2.8
Queue Delay				5.8	241.1						0.1	0.0
Total Delay				24.3	280.0						8.0	2.8
LOS				C	F						A	A
Approach Delay					254.0						7.8	
Approach LOS					F						A	

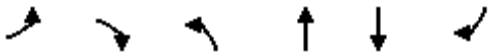
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 23 (19%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 50.8		Intersection LOS: D	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Market St. & MEMORIAL DR SB





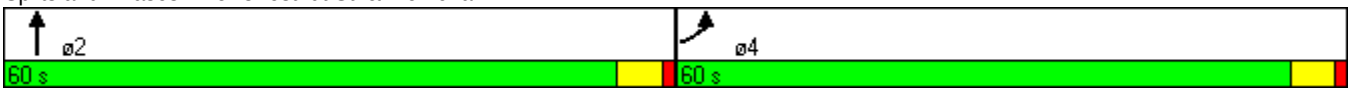
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	840	0	0	1122	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.91	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3090	0	0	4577	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3090	0	0	4577	0	0
Right Turn on Red	Yes	Yes				Yes
Satd. Flow (RTOR)	82					
Link Speed (mph)	30			30	30	
Link Distance (ft)	123			283	293	
Travel Time (s)	2.8			6.4	6.7	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	840	0	0	1122	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	840	0	0	1122	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1			1		
Detector Template						
Leading Detector (ft)	50			50		
Trailing Detector (ft)	0			0		
Detector 1 Position(ft)	0			0		
Detector 1 Size(ft)	50			50		
Detector 1 Type	Cl+Ex			Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0		
Detector 1 Queue (s)	0.0			0.0		
Detector 1 Delay (s)	0.0			0.0		
Turn Type						
Protected Phases	4			2		
Permitted Phases						
Detector Phase	4			2		
Switch Phase						
Minimum Initial (s)	10.0			10.0		
Minimum Split (s)	15.2			15.3		
Total Split (s)	60.0	0.0	0.0	60.0	0.0	0.0
Total Split (%)	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%
Maximum Green (s)	54.8			54.7		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	1.2			1.3		

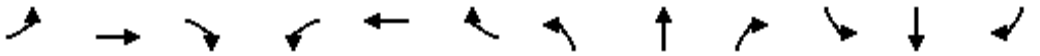


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.2	3.0	3.0	4.3	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0			4.0		
Recall Mode	Max			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	10.0			10.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	55.8			55.7		
Actuated g/C Ratio	0.46			0.46		
v/c Ratio	0.57			0.53		
Control Delay	5.4			16.2		
Queue Delay	0.1			1.2		
Total Delay	5.4			17.4		
LOS	A			B		
Approach Delay	5.4			17.4		
Approach LOS	A			B		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 42 (35%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: Chestnut St. & Memorial Dr NB





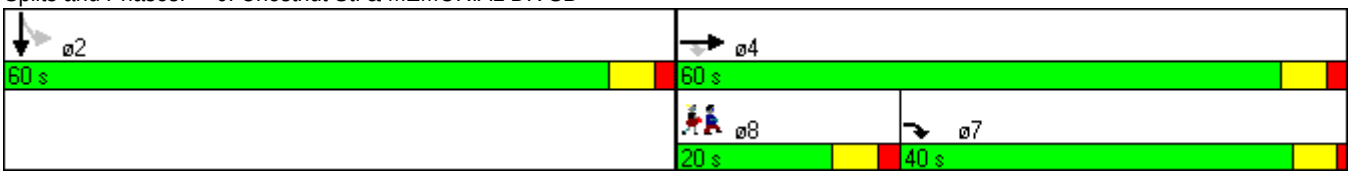
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	690	742	0	0	0	0	0	0	37	1073	0
Ideal Flow (vphpl)	1900	2000	1800	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor			0.96									
Frt			0.850									
Flt Protected											0.998	
Satd. Flow (prot)	0	3353	1350	0	0	0	0	0	0	0	4808	0
Flt Permitted											0.998	
Satd. Flow (perm)	0	3353	1293	0	0	0	0	0	0	0	4808	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			47								6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		357			123			301			294	
Travel Time (s)		8.1			2.8			6.8			6.7	
Confl. Peds. (#/hr)			18									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	690	742	0	0	0	0	0	0	37	1073	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	690	742	0	0	0	0	0	0	0	1110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.22	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			custom							Perm		
Protected Phases		4	7								2	
Permitted Phases			4							2		
Detector Phase		4	7							2	2	
Switch Phase												
Minimum Initial (s)		10.0	5.0							10.0	10.0	
Minimum Split (s)		27.0	26.0							36.0	36.0	
Total Split (s)	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	60.0	0.0
Total Split (%)	0.0%	50.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)		54.0	35.0							54.0	54.0	

Lane Group	ø8
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	22.0
Total Split (s)	20.0
Total Split (%)	17%
Maximum Green (s)	14.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		2.0	1.0							2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0
Lead/Lag			Lag									
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0	3.0							4.0	4.0	
Recall Mode		Max	Max							C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								23.0	23.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		55.0	56.0								55.0	
Actuated g/C Ratio		0.46	0.47								0.46	
v/c Ratio		0.45	1.15								0.50	
Control Delay		14.5	101.1								21.0	
Queue Delay		0.4	8.5								0.6	
Total Delay		14.9	109.6								21.7	
LOS		B	F								C	
Approach Delay		64.0									21.7	
Approach LOS		E									C	

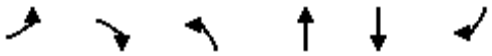
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 38 (32%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 45.5		Intersection LOS: D	
Intersection Capacity Utilization 108.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 6: Chestnut St. & MEMORIAL DR SB

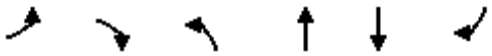


Lane Group	ø8
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Max
Walk Time (s)	0.0
Flash Dont Walk (s)	0.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	110	1852	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	180			0			
Storage Lanes	0	0	1			0			
Taper Length (ft)	50	50	50			50			
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00			
Frt									
Flt Protected			0.950						
Satd. Flow (prot)	0	0	1370	4325	0	0			
Flt Permitted			0.950						
Satd. Flow (perm)	0	0	1370	4325	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			99	2					
Link Speed (mph)	25			30	30				
Link Distance (ft)	119			293	441				
Travel Time (s)	3.2			6.7	10.0				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	110	1852	0	0			
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	0	0	99	1863	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			4.0				10.0	5.0	4.0
Minimum Split (s)			8.0				16.0	11.0	10.0
Total Split (s)	0.0	0.0	40.0	156.0	0.0	0.0	98.0	22.0	58.0
Total Split (%)	0.0%	0.0%	33.3%	130.0%	0.0%	0.0%	82%	18%	48%

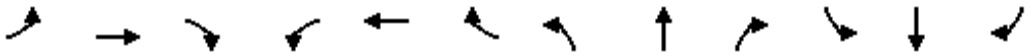


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Maximum Green (s)			36.0				92.0	16.0	52.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			0.0				2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	3.0	5.0	3.0	3.0			
Lead/Lag			Lead						Lag
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0				4.5	2.0	4.5
Recall Mode			Max				C-Max	None	Max
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.07	0.43					
Control Delay			0.1	0.4					
Queue Delay			0.0	0.0					
Total Delay			0.1	0.5					
LOS			A	A					
Approach Delay				0.4					
Approach LOS				A					

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 107 (89%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 0.4		Intersection LOS: A	
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Pine St. & Memorial Dr NB





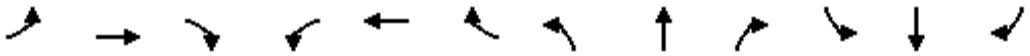
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	16	98	0	0	0	0	0	1093	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											1.00	
Frt											0.981	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	4480	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	4480	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				16							37	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		371			119			294			429	
Travel Time (s)		10.1			3.2			6.7			9.8	
Confl. Peds. (#/hr)												2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	16	98	0	0	0	0	0	1093	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	16	98	0	0	0	0	0	1249	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	
Detector Template												
Leading Detector (ft)				50	50						50	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				50	50						50	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Detector Phase				4	4						2	
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	
Minimum Split (s)				16.0	16.0						16.0	
Total Split (s)	0.0	0.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	37.5%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	0.0%
Maximum Green (s)				39.0	39.0						69.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	
All-Red Time (s)				2.0	2.0						2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	5.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	
Recall Mode				None	None						C-Max	
Walk Time (s)				5.0	5.0						5.0	
Flash Dont Walk (s)				10.0	10.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)				12.0	12.0						98.0	
Actuated g/C Ratio				0.10	0.10						0.82	
v/c Ratio				0.09	0.31						0.34	
Control Delay				24.3	53.1						3.0	
Queue Delay				0.0	0.0						0.0	
Total Delay				24.3	53.2						3.1	
LOS				C	D						A	
Approach Delay					49.1						3.1	
Approach LOS					D						A	

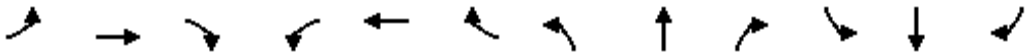
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 32 (27%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Pine St. & MEMORIAL DR SB





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	246	1002	0	0	0	0	0	624	530	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00	1.00	1.00
Ped Bike Factor								0.97	0.89			
Frt								0.955	0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	5767	0	0	0	0	0	5014	1154	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	5767	0	0	0	0	0	5014	1025	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	245							31	31			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			201			874			345	
Travel Time (s)		8.2			4.6			19.9			7.8	
Confl. Peds. (#/hr)									85			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	246	1002	0	0	0	0	0	624	530	0	0	0
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	246	1002	0	0	0	0	0	889	265	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1			
Detector Template												
Leading Detector (ft)	50	50						50	50			
Trailing Detector (ft)	0	0						0	0			
Detector 1 Position(ft)	0	0						0	0			
Detector 1 Size(ft)	50	50						50	50			
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0			
Detector 1 Queue (s)	0.0	0.0						0.0	0.0			
Detector 1 Delay (s)	0.0	0.0						0.0	0.0			
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Detector Phase	4	4						2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0						10.0	10.0			
Minimum Split (s)	10.3	10.3						15.7	15.7			
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	70.0	70.0	0.0	0.0	0.0
Total Split (%)	41.7%	41.7%	0.0%	0.0%	0.0%	0.0%	0.0%	58.3%	58.3%	0.0%	0.0%	0.0%
Maximum Green (s)	44.7	44.7						64.3	64.3			

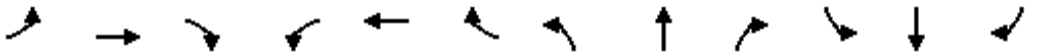


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.3	1.3						1.7	1.7			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.3	4.3	3.0	3.0	3.0	3.0	3.0	4.7	4.7	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2	0.2			
Recall Mode	None	None						C-Max	C-Max			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	17.0	17.0						23.0	23.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	25.4	25.4						85.6	85.6			
Actuated g/C Ratio	0.21	0.21						0.71	0.71			
v/c Ratio	0.46	0.82						0.25	0.36			
Control Delay	29.6	62.1						6.2	7.8			
Queue Delay	0.1	0.0						0.0	0.0			
Total Delay	29.7	62.1						6.2	7.8			
LOS	C	E						A	A			
Approach Delay		55.7						6.6				
Approach LOS		E						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 23 (19%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 32.1		Intersection LOS: C	
Intersection Capacity Utilization 86.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 9: Walnut St. & 4th Street



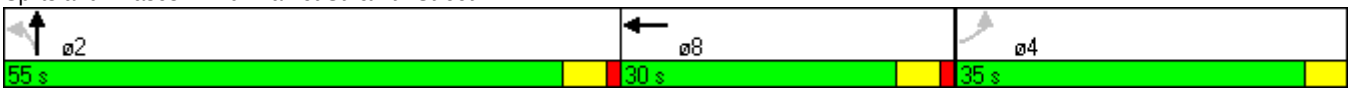


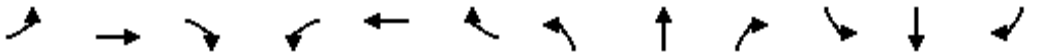
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	428	0	0	0	314	110	147	691	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	0.91	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99							
Frt					0.961							
Flt Protected	0.950							0.991				
Satd. Flow (prot)	3090	0	0	0	4346	0	0	5715	0	0	0	0
Flt Permitted	0.495							0.991				
Satd. Flow (perm)	1610	0	0	0	4346	0	0	5715	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					68							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		359			344			345			300	
Travel Time (s)		7.0			6.7			7.8			6.8	
Confl. Peds. (#/hr)						24						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	428	0	0	0	314	110	147	691	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	428	0	0	0	424	0	0	838	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	custom						Perm					
Protected Phases					8			2				
Permitted Phases	4						2					
Minimum Split (s)	29.0				27.0		31.0	31.0				
Total Split (s)	35.0	0.0	0.0	0.0	30.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	29.2%	0.0%	0.0%	0.0%	25.0%	0.0%	45.8%	45.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	31.0				24.6		49.8	49.8				
Yellow Time (s)	4.0				4.0		4.0	4.0				
All-Red Time (s)	0.0				1.4		1.2	1.2				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	0.0	0.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.4	3.0	4.2	4.2	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					18.0		20.0	20.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)	32.0				25.6			50.8				
Actuated g/C Ratio	0.27				0.21			0.42				
v/c Ratio	1.00				0.43			0.35				
Control Delay	54.8				10.6			22.6				
Queue Delay	0.0				0.0			0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	54.8				10.6			22.6				
LOS	D				B			C				
Approach Delay					10.6			22.6				
Approach LOS					B			C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 57 (48%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 27.7		Intersection LOS: C	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: Market St. & 4th Street





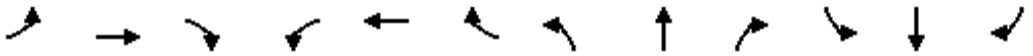
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	926	0	0	0	0	0	638	571	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.86	0.88	1.00	1.00	1.00
Ped Bike Factor									0.82			
Frt									0.850			
Flt Protected		0.994										
Satd. Flow (prot)	0	4789	0	0	0	0	0	6071	2508	0	0	0
Flt Permitted		0.994										
Satd. Flow (perm)	0	4789	0	0	0	0	0	6071	2064	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21							27			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			357			300			301	
Travel Time (s)		8.3			8.1			6.8			6.8	
Confl. Peds. (#/hr)									103			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	125	926	0	0	0	0	0	638	571	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1051	0	0	0	0	0	638	571	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	30.4	30.4						30.2	30.2			
Total Split (s)	40.0	40.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0	0.0	0.0
Total Split (%)	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%	0.0%	0.0%
Maximum Green (s)	34.6	34.6						74.8	74.8			
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.4	1.4						1.2	1.2			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.4	4.4	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	18.0	18.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)		35.6						75.8	75.8			
Actuated g/C Ratio		0.30						0.63	0.63			
v/c Ratio		0.73						0.17	0.43			
Control Delay		30.8						3.8	4.7			
Queue Delay		2.0						0.0	0.3			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		32.8						3.8	5.0			
LOS		C						A	A			
Approach Delay		32.8						4.4				
Approach LOS		C						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: Chestnut St. & 4th Street





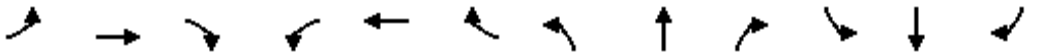
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	148	98	212	687	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.81	0.81	1.00	1.00	1.00	1.00
Ped Bike Factor						0.88						
Frt						0.850						
Flt Protected							0.950	0.997				
Satd. Flow (prot)	0	0	0	0	3185	1425	1290	5415	0	0	0	0
Flt Permitted							0.950	0.997				
Satd. Flow (perm)	0	0	0	0	3185	1253	1290	5415	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						98	174	19				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		363			371			301			292	
Travel Time (s)		9.9			10.1			6.8			6.6	
Confl. Peds. (#/hr)						74						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	148	98	212	687	0	0	0	0
Shared Lane Traffic (%)							18%					
Lane Group Flow (vph)	0	0	0	0	148	98	174	725	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type						Perm	Perm					
Protected Phases					4			2				
Permitted Phases						4	2					
Detector Phase					4	4	2	2				
Switch Phase												
Minimum Initial (s)					5.0	5.0	10.0	10.0				
Minimum Split (s)					45.3	45.3	85.0	85.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	0.0	0.0	0.0	0.0	35.0	35.0	85.0	85.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	29.2%	29.2%	70.8%	70.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					29.7	29.7	79.7	79.7				
Yellow Time (s)					4.0	4.0	4.0	4.0				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2	0.2	0.2	0.2				
Recall Mode					None	None	C-Max	C-Max				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					17.0	17.0	17.0	17.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					9.3	9.3	102.1	102.1				
Actuated g/C Ratio					0.08	0.08	0.85	0.85				
v/c Ratio					0.60	0.52	0.15	0.16				
Control Delay					54.5	15.6	0.3	0.7				
Queue Delay					0.0	0.0	0.4	0.1				
Total Delay					54.5	15.6	0.7	0.8				
LOS					D	B	A	A				
Approach Delay					39.0			0.8				
Approach LOS					D			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 26 (22%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 79.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: Pine St. & 4th Street





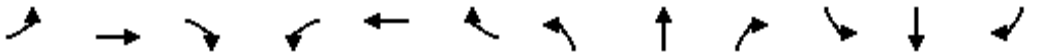
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	952	236	0	0	0	0	0	0	290	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor			0.93									
Frt			0.850									
Flt Protected										0.950	0.999	
Satd. Flow (prot)	0	4577	1425	0	0	0	0	0	0	1290	5426	0
Flt Permitted										0.950	0.999	
Satd. Flow (perm)	0	4577	1321	0	0	0	0	0	0	1290	5426	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			104							13	7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			361			566			334	
Travel Time (s)		8.1			8.2			12.9			7.6	
Confl. Peds. (#/hr)			43									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	952	236	0	0	0	0	0	0	290	1116	0
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	952	236	0	0	0	0	0	0	261	1145	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			Perm							Perm		
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		50.4	50.4							75.4	75.4	
Total Split (s)	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		34.6	34.6							74.6	74.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	4.4	4.4	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		0.2	0.2							0.2	0.2	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		18.0	18.0							18.0	18.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		35.6	35.6							75.6	75.6	
Actuated g/C Ratio		0.30	0.30							0.63	0.63	
v/c Ratio		0.70	0.51							0.32	0.33	
Control Delay		40.8	23.3							8.2	7.8	
Queue Delay		0.0	0.0							0.7	0.2	
Total Delay		40.8	23.3							8.8	8.0	
LOS		D	C							A	A	
Approach Delay		37.3									8.2	
Approach LOS		D									A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: Walnut St. & Broadway Ave.



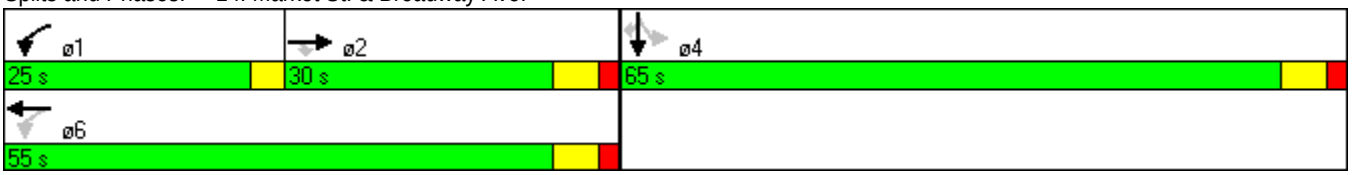


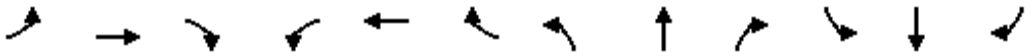
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	412	118	261	237	0	0	0	0	33	1072	192
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		1.00	0.92									0.87
Frt		0.996	0.850									0.850
Flt Protected				0.950	0.984						0.999	
Satd. Flow (prot)	0	3192	1365	1449	3002	0	0	0	0	0	6065	1425
Flt Permitted				0.291	0.580						0.999	
Satd. Flow (perm)	0	3192	1259	444	1770	0	0	0	0	0	6065	1241
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2	106									192
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			359			334			295	
Travel Time (s)		6.6			7.0			7.6			6.7	
Confl. Peds. (#/hr)			50									73
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	412	118	261	237	0	0	0	0	33	1072	192
Shared Lane Traffic (%)			10%	44%								
Lane Group Flow (vph)	0	424	106	146	352	0	0	0	0	0	1105	192
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		11.0	11.0	8.0	11.0					11.0	11.0	11.0
Total Split (s)	0.0	30.0	30.0	25.0	55.0	0.0	0.0	0.0	0.0	65.0	65.0	65.0
Total Split (%)	0.0%	25.0%	25.0%	20.8%	45.8%	0.0%	0.0%	0.0%	0.0%	54.2%	54.2%	54.2%
Maximum Green (s)		24.0	24.0	22.0	49.0					59.0	59.0	59.0
Yellow Time (s)		4.0	4.0	3.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	2.0	5.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		25.0	25.0	53.0	50.0						60.0	60.0
Actuated g/C Ratio		0.21	0.21	0.44	0.42						0.50	0.50

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.64	0.31	0.38	0.37						0.36	0.27
Control Delay		48.1	9.9	16.1	14.9						14.3	3.1
Queue Delay		0.0	0.0	0.0	0.0						0.3	0.5
Total Delay		48.1	9.9	16.1	14.9						14.5	3.6
LOS		D	A	B	B						B	A
Approach Delay		40.5			15.3						12.9	
Approach LOS		D			B						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 109 (91%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 19.7		Intersection LOS: B	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Market St. & Broadway Ave.





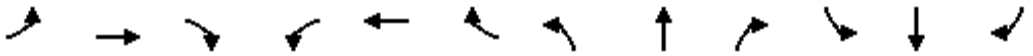
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	571	184	0	0	0	0	0	0	429	1112	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.97										
Frt		0.963										
Flt Protected											0.986	
Satd. Flow (prot)	0	4500	0	0	0	0	0	0	0	0	5986	0
Flt Permitted											0.986	
Satd. Flow (perm)	0	4500	0	0	0	0	0	0	0	0	5986	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		69									87	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			365			295			289	
Travel Time (s)		7.6			8.3			6.7			6.6	
Confl. Peds. (#/hr)			66									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	571	184	0	0	0	0	0	0	429	1112	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	755	0	0	0	0	0	0	0	0	1541	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	
Detector Template												
Leading Detector (ft)		50								50	50	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		50								50	50	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Detector Phase		4								2	2	
Switch Phase												
Minimum Initial (s)		5.0								5.0	5.0	
Minimum Split (s)		10.0								10.0	10.0	
Total Split (s)	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		35.0								75.0	75.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0								5.0	5.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								10.0	10.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		29.4									82.6	
Actuated g/C Ratio		0.24									0.69	
v/c Ratio		0.65									0.37	
Control Delay		39.2									4.5	
Queue Delay		0.2									0.2	
Total Delay		39.4									4.7	
LOS		D									A	
Approach Delay		39.4									4.7	
Approach LOS		D									A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 21 (18%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 50.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: Chestnut St. & Broadway Ave.





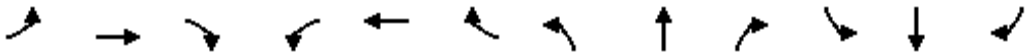
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	347	94	0	0	0	0	0	893	41
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											0.99	
Frt											0.993	
Flt Protected					0.962							
Satd. Flow (prot)	0	0	0	0	4635	0	0	0	0	0	4756	0
Flt Permitted					0.962							
Satd. Flow (perm)	0	0	0	0	4635	0	0	0	0	0	4756	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					193						13	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		329			363			289			298	
Travel Time (s)		9.0			9.9			6.6			6.8	
Confl. Peds. (#/hr)												58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	347	94	0	0	0	0	0	893	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	441	0	0	0	0	0	934	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	
Detector Template												
Leading Detector (ft)				50	50						50	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				50	50						50	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Detector Phase				4	4						2	
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	
Minimum Split (s)				15.0	15.0						15.0	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	85.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	29.2%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	0.0%
Maximum Green (s)				30.0	30.0						80.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	
All-Red Time (s)				1.0	1.0						1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	
Recall Mode				Max	Max						C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				14.0	14.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)					31.0						81.0	
Actuated g/C Ratio					0.26						0.68	
v/c Ratio					0.33						0.29	
Control Delay					11.7						5.0	
Queue Delay					0.0						0.4	
Total Delay					11.7						5.4	
LOS					B						A	
Approach Delay					11.7						5.4	
Approach LOS					B						A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 33 (28%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Pine St. & Broadway Ave.





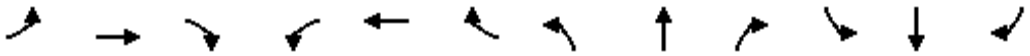
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	4	0	0	0	7	0	2035	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor						0.98		1.00				
Frt						0.865						
Flt Protected	0.950											
Satd. Flow (prot)	1593	1676	0	0	0	1450	0	5767	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	1676	0	0	0	1427	0	5767	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	10					31		1				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			246			936			351	
Travel Time (s)		3.1			5.6			21.3			8.0	
Confl. Peds. (#/hr)						2			5			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	4	0	0	0	7	0	2035	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	4	0	0	0	7	0	2038	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1				1		1				
Detector Template												
Leading Detector (ft)	50	50				50		50				
Trailing Detector (ft)	0	0				0		0				
Detector 1 Position(ft)	0	0				0		0				
Detector 1 Size(ft)	50	50				50		50				
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0				
Detector 1 Queue (s)	0.0	0.0				0.0		0.0				
Detector 1 Delay (s)	0.0	0.0				0.0		0.0				
Turn Type	Perm					custom						
Protected Phases		4						2				
Permitted Phases	4					8						
Detector Phase	4	4				8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0				4.0		10.0				
Minimum Split (s)	15.5	15.5				20.0		15.5				
Total Split (s)	22.0	22.0	0.0	0.0	0.0	22.0	0.0	98.0	0.0	0.0	0.0	0.0
Total Split (%)	18.3%	18.3%	0.0%	0.0%	0.0%	18.3%	0.0%	81.7%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	16.9	16.9				18.0		92.5				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0				4.0		4.0				
All-Red Time (s)	1.1	1.1				0.0		1.5				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.1	4.1	3.0	3.0	3.0	3.0	3.0	4.5	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0				3.0		4.0				
Recall Mode	Max	Max				None		C-Max				
Walk Time (s)	7.0	7.0						7.0				
Flash Dont Walk (s)	14.0	14.0						10.0				
Pedestrian Calls (#/hr)	0	0						0				
Act Effct Green (s)	17.9	17.9				19.0		93.5				
Actuated g/C Ratio	0.15	0.15				0.16		0.78				
v/c Ratio	0.04	0.02				0.03		0.45				
Control Delay	22.3	44.0				0.1		4.9				
Queue Delay	0.0	0.0				0.0		0.0				
Total Delay	22.3	44.0				0.1		4.9				
LOS	C	D				A		A				
Approach Delay		28.5						4.9				
Approach LOS		C						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 75 (63%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 5.0		Intersection LOS: A	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Walnut St. & Memorial Dr NB





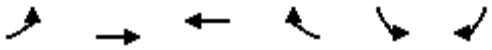
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	14	602	0	0	0	0	0	0	4	41	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.95	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected											0.996	
Satd. Flow (prot)	0	3353	2508	0	0	0	0	0	0	0	1758	0
Flt Permitted											0.996	
Satd. Flow (perm)	0	3353	2508	0	0	0	0	0	0	0	1758	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		337			138			439			343	
Travel Time (s)		7.7			3.1			10.0			7.8	
Confl. Peds. (#/hr)			6									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	14	602	0	0	0	0	0	0	4	41	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	602	0	0	0	0	0	0	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

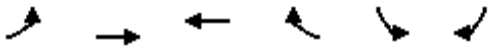


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	41	2020	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		0	0
Storage Lanes		1	1		0	0
Taper Length (ft)		50	50		50	50
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	1676	1593	3185	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	1676	1593	3185	0	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	344			124	343	
Travel Time (s)	6.7			2.4	7.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	46	2244	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	46	2244	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	ø8
Lane Configurations							
Volume (vph)	0	940	0	0	12	0	
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.97	1.00	
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	4818	0	0	3090	0	
Flt Permitted					0.950		
Satd. Flow (perm)	0	4818	0	0	3090	0	
Right Turn on Red				Yes	Yes	Yes	
Satd. Flow (RTOR)					261		
Link Speed (mph)		30	30		30		
Link Distance (ft)		357	123		294		
Travel Time (s)		8.1	2.8		6.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	1044	0	0	13	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1044	0	0	13	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		24		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	
Turning Speed (mph)	15			9	15	9	
Turn Type							
Protected Phases		4					8
Permitted Phases					2		
Minimum Split (s)		27.0			36.0		22.0
Total Split (s)	0.0	84.0	0.0	0.0	36.0	0.0	84.0
Total Split (%)	0.0%	70.0%	0.0%	0.0%	30.0%	0.0%	70%
Maximum Green (s)		78.0			30.0		78.0
Yellow Time (s)		4.0			4.0		4.0
All-Red Time (s)		2.0			2.0		2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	3.0	5.0	3.0	3.0	5.0	3.0	
Lead/Lag							
Lead-Lag Optimize?							
Walk Time (s)		7.0			7.0		0.0
Flash Dont Walk (s)		14.0			23.0		0.0
Pedestrian Calls (#/hr)		0			0		0
Act Effct Green (s)		79.0			31.0		
Actuated g/C Ratio		0.66			0.26		
v/c Ratio		0.33			0.01		
Control Delay		6.6			0.3		
Queue Delay		0.2			0.0		
Total Delay		6.8			0.3		
LOS		A			A		

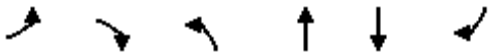


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	ø8
Approach Delay		6.8			0.3		
Approach LOS		A			A		

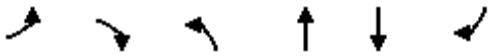
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 72 (60%), Referenced to phase 2:SBL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 6: Chestnut St. & MEMORIAL DR SB





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	40	945	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	180			0			
Storage Lanes	0	0	1			0			
Taper Length (ft)	50	50	50			50			
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00			
Frt									
Flt Protected			0.950						
Satd. Flow (prot)	0	0	1449	3051	0	0			
Flt Permitted			0.950						
Satd. Flow (perm)	0	0	1449	3051	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			36	2					
Link Speed (mph)	25			30	30				
Link Distance (ft)	119			293	441				
Travel Time (s)	3.2			6.7	10.0				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	40	945	0	0			
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	0	0	36	949	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			4.0				10.0	5.0	4.0
Minimum Split (s)			8.0				98.0	11.0	10.0
Total Split (s)	0.0	0.0	10.0	208.0	0.0	0.0	109.0	11.0	99.0
Total Split (%)	0.0%	0.0%	8.3%	173.3%	0.0%	0.0%	91%	9%	83%

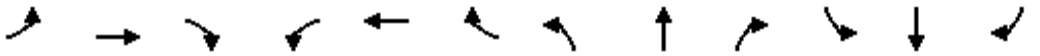


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Maximum Green (s)			6.0				103.0	5.0	93.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			0.0				2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	3.0	5.0	3.0	3.0			
Lead/Lag			Lead						Lag
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0				4.5	2.0	4.5
Recall Mode			Max				C-Max	None	Max
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.02	0.31					
Control Delay			0.0	1.4					
Queue Delay			0.0	0.0					
Total Delay			0.0	1.4					
LOS			A	A					
Approach Delay				1.4					
Approach LOS				A					

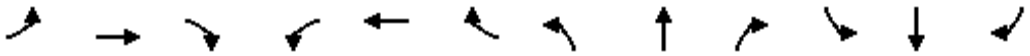
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 1.4		Intersection LOS: A	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Pine St. & Memorial Dr NB





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	10	34	0	0	0	0	0	12	1250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor												
Frt												0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	1676	2508
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	1676	2508
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				10								1250
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		371			119			294			429	
Travel Time (s)		10.1			3.2			6.7			9.8	
Confl. Peds. (#/hr)												3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	10	34	0	0	0	0	0	12	1250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	10	34	0	0	0	0	0	12	1250
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Prot
Protected Phases					4						2	2
Permitted Phases				4								
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				16.0	16.0						16.0	16.0
Total Split (s)	0.0	0.0	0.0	18.0	18.0	0.0	0.0	0.0	0.0	0.0	102.0	102.0
Total Split (%)	0.0%	0.0%	0.0%	15.0%	15.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.0%	85.0%
Maximum Green (s)				12.0	12.0						96.0	96.0

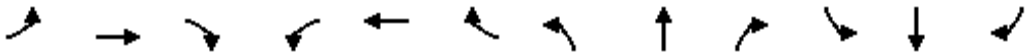


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				2.0	2.0						2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				None	None						C-Max	C-Max
Walk Time (s)				5.0	5.0						5.0	5.0
Flash Dont Walk (s)				10.0	10.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				11.0	11.0						107.4	107.4
Actuated g/C Ratio				0.09	0.09						0.90	0.90
v/c Ratio				0.06	0.12						0.01	0.53
Control Delay				24.4	45.3						1.8	1.0
Queue Delay				1.2	1.6						0.0	0.0
Total Delay				25.6	46.9						1.8	1.0
LOS				C	D						A	A
Approach Delay					42.1						1.0	
Approach LOS					D						A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 74 (62%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 2.4		Intersection LOS: A	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Pine St. & MEMORIAL DR SB



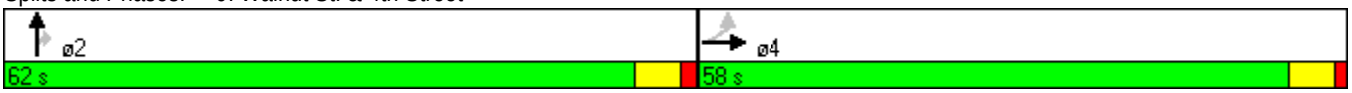


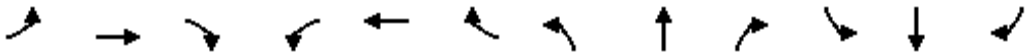
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	562	0	0	0	0	0	656	70	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00	1.00	1.00
Ped Bike Factor								1.00	0.92			
Frt								0.998	0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	5767	0	0	0	0	0	5416	1154	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	5767	0	0	0	0	0	5416	1064	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	164							2	63			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			337			874			345	
Travel Time (s)		8.2			7.7			19.9			7.8	
Confl. Peds. (#/hr)									56			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	164	562	0	0	0	0	0	656	70	0	0	0
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	164	562	0	0	0	0	0	663	63	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1			
Detector Template												
Leading Detector (ft)	50	50						50	50			
Trailing Detector (ft)	0	0						0	0			
Detector 1 Position(ft)	0	0						0	0			
Detector 1 Size(ft)	50	50						50	50			
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0			
Detector 1 Queue (s)	0.0	0.0						0.0	0.0			
Detector 1 Delay (s)	0.0	0.0						0.0	0.0			
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Detector Phase	4	4						2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0						10.0	10.0			
Minimum Split (s)	10.3	10.3						15.7	15.7			
Total Split (s)	58.0	58.0	0.0	0.0	0.0	0.0	0.0	62.0	62.0	0.0	0.0	0.0
Total Split (%)	48.3%	48.3%	0.0%	0.0%	0.0%	0.0%	0.0%	51.7%	51.7%	0.0%	0.0%	0.0%
Maximum Green (s)	52.7	52.7						56.3	56.3			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.3	1.3						1.7	1.7			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.3	4.3	3.0	3.0	3.0	3.0	3.0	4.7	4.7	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2	0.2			
Recall Mode	None	None						C-Max	C-Max			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	17.0	17.0						23.0	23.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	15.8	15.8						95.2	95.2			
Actuated g/C Ratio	0.13	0.13						0.79	0.79			
v/c Ratio	0.47	0.74						0.15	0.07			
Control Delay	8.8	45.7						3.2	1.0			
Queue Delay	0.0	0.0						0.0	0.0			
Total Delay	8.8	45.7						3.2	1.0			
LOS	A	D						A	A			
Approach Delay		37.4						3.0				
Approach LOS		D						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 13 (11%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: Walnut St. & 4th Street





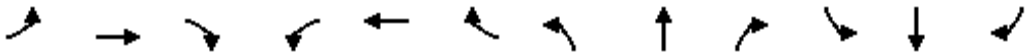
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	0	0	0	842	1204	143	694	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor					0.99	0.97						
Frt					0.940	0.850		0.998				
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1593	0	0	2836	1297	1593	5756	0	0	0	0
Flt Permitted		0.190					0.950					
Satd. Flow (perm)	0	319	0	0	2836	1261	1593	5756	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					162	237		2				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		359			344			345			300	
Travel Time (s)		7.0			6.7			7.8			6.8	
Confl. Peds. (#/hr)						11						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	99	0	0	0	842	1204	143	694	10	0	0	0
Shared Lane Traffic (%)						47%						
Lane Group Flow (vph)	0	99	0	0	1408	638	143	704	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					Perm	Perm					
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	15.0	15.0			27.0	27.0	31.0	31.0				
Total Split (s)	24.0	24.0	0.0	0.0	64.0	64.0	32.0	32.0	0.0	0.0	0.0	0.0
Total Split (%)	20.0%	20.0%	0.0%	0.0%	53.3%	53.3%	26.7%	26.7%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	20.0	20.0			58.6	58.6	26.8	26.8				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	0.0	0.0			1.4	1.4	1.2	1.2				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.4	4.4	4.2	4.2	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					18.0	18.0	20.0	20.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)		21.0			59.6	59.6	27.8	27.8				
Actuated g/C Ratio		0.18			0.50	0.50	0.23	0.23				
v/c Ratio		1.77			0.94	0.86	0.39	0.53				
Control Delay		434.7			34.6	25.1	39.3	38.3				
Queue Delay		0.0			0.0	0.0	0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		434.7			34.6	25.1	39.3	38.3				
LOS		F			C	C	D	D				
Approach Delay		434.7			31.7			38.5				
Approach LOS		F			C			D				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 84 (70%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.77			
Intersection Signal Delay: 46.9		Intersection LOS: D	
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 10: Market St. & 4th Street





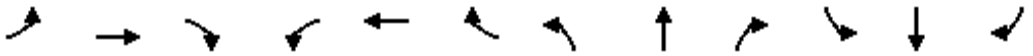
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	85	0	0	0	0	0	1068	884	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.86	0.88	1.00	1.00	1.00
Ped Bike Factor									0.90			
Frt									0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	4818	0	0	0	0	0	6071	2508	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	4818	0	0	0	0	0	6071	2261	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	61								884			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			357			300			301	
Travel Time (s)		8.3			8.1			6.8			6.8	
Confl. Peds. (#/hr)									54			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	61	85	0	0	0	0	0	1068	884	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	85	0	0	0	0	0	1068	884	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	30.4	30.4						30.2	30.2			
Total Split (s)	35.0	35.0	0.0	0.0	0.0	0.0	0.0	85.0	85.0	0.0	0.0	0.0
Total Split (%)	29.2%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	70.8%	70.8%	0.0%	0.0%	0.0%
Maximum Green (s)	29.6	29.6						79.8	79.8			
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.4	1.4						1.2	1.2			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.4	4.4	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	18.0	18.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	30.6	30.6						80.8	80.8			
Actuated g/C Ratio	0.26	0.26						0.67	0.67			
v/c Ratio	0.13	0.07						0.26	0.49			
Control Delay	4.8	28.4						4.6	0.9			
Queue Delay	0.0	0.0						0.4	1.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	4.8	28.4						5.1	2.1			
LOS	A	C						A	A			
Approach Delay		18.5						3.7				
Approach LOS		B						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 87 (73%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 4.7		Intersection LOS: A	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Chestnut St. & 4th Street





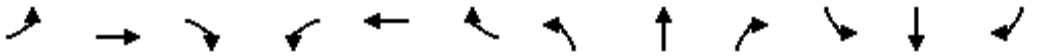
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1118	126	383	661	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.81	0.81	1.00	1.00	1.00	1.00
Ped Bike Factor						0.92						
Frt						0.850						
Flt Protected							0.950	0.989				
Satd. Flow (prot)	0	0	0	0	4577	1425	1290	5372	0	0	0	0
Flt Permitted							0.950	0.989				
Satd. Flow (perm)	0	0	0	0	4577	1305	1290	5372	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						126	12	12				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		363			371			301			292	
Travel Time (s)		9.9			10.1			6.8			6.6	
Confl. Peds. (#/hr)						49						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1118	126	383	661	0	0	0	0
Shared Lane Traffic (%)							47%					
Lane Group Flow (vph)	0	0	0	0	1118	126	203	841	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type						Perm	Perm					
Protected Phases					4			2				
Permitted Phases						4	2					
Detector Phase					4	4	2	2				
Switch Phase												
Minimum Initial (s)					5.0	5.0	10.0	10.0				
Minimum Split (s)					45.3	45.3	75.3	75.3				
Total Split (s)	0.0	0.0	0.0	0.0	45.3	45.3	74.7	74.7	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	37.8%	37.8%	62.3%	62.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					40.0	40.0	69.4	69.4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)					4.0	4.0	4.0	4.0				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2	0.2	0.2	0.2				
Recall Mode					None	None	C-Max	C-Max				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					17.0	17.0	17.0	17.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					33.8	33.8	77.6	77.6				
Actuated g/C Ratio					0.28	0.28	0.65	0.65				
v/c Ratio					0.87	0.28	0.24	0.24				
Control Delay					46.8	6.0	3.3	2.7				
Queue Delay					1.0	0.0	0.4	0.1				
Total Delay					47.8	6.0	3.7	2.8				
LOS					D	A	A	A				
Approach Delay					43.6			3.0				
Approach LOS					D			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 100 (83%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Pine St. & 4th Street





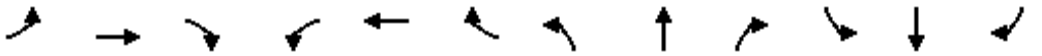
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	176	147	0	0	0	0	0	0	563	1099	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor			0.89									
Frt			0.850									
Flt Protected										0.950	0.991	
Satd. Flow (prot)	0	4577	1425	0	0	0	0	0	0	1290	5383	0
Flt Permitted										0.950	0.991	
Satd. Flow (perm)	0	4577	1263	0	0	0	0	0	0	1290	5383	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			83							321	77	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			361			566			334	
Travel Time (s)		8.1			8.2			12.9			7.6	
Confl. Peds. (#/hr)			72									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	176	147	0	0	0	0	0	0	563	1099	0
Shared Lane Traffic (%)										43%		
Lane Group Flow (vph)	0	176	147	0	0	0	0	0	0	321	1341	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			Perm							Perm		
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		50.4	50.4							75.4	75.4	
Total Split (s)	0.0	47.6	47.6	0.0	0.0	0.0	0.0	0.0	0.0	72.4	72.4	0.0
Total Split (%)	0.0%	39.7%	39.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.3%	60.3%	0.0%
Maximum Green (s)		42.2	42.2							67.0	67.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	4.4	4.4	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		0.2	0.2							0.2	0.2	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		18.0	18.0							18.0	18.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		43.2	43.2							68.0	68.0	
Actuated g/C Ratio		0.36	0.36							0.57	0.57	
v/c Ratio		0.11	0.29							0.37	0.43	
Control Delay		25.8	14.0							1.4	6.3	
Queue Delay		0.0	0.0							0.2	0.1	
Total Delay		25.8	14.0							1.6	6.5	
LOS		C	B							A	A	
Approach Delay		20.4									5.5	
Approach LOS		C									A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 9 (8%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 7.9		Intersection LOS: A	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: Walnut St. & Broadway Ave.



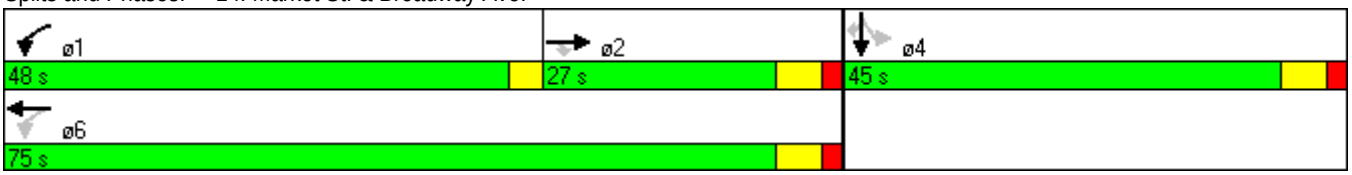


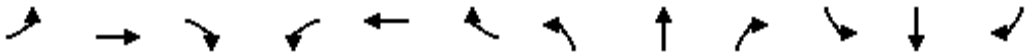
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	86	187	435	562	0	0	0	0	4	1003	249
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.97	0.94									0.89
Frt		0.922	0.850									0.850
Flt Protected				0.950	0.991							
Satd. Flow (prot)	0	2876	1365	1449	3024	0	0	0	0	0	6071	1425
Flt Permitted				0.562	0.824							
Satd. Flow (perm)	0	2876	1290	857	2514	0	0	0	0	0	6071	1269
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		94	93									249
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			359			334			295	
Travel Time (s)		6.6			7.0			7.6			6.7	
Confl. Peds. (#/hr)			33									61
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	86	187	435	562	0	0	0	0	4	1003	249
Shared Lane Traffic (%)			50%	28%								
Lane Group Flow (vph)	0	180	93	313	684	0	0	0	0	0	1007	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		11.0	11.0	8.0	11.0					11.0	11.0	11.0
Total Split (s)	0.0	27.0	27.0	48.0	75.0	0.0	0.0	0.0	0.0	45.0	45.0	45.0
Total Split (%)	0.0%	22.5%	22.5%	40.0%	62.5%	0.0%	0.0%	0.0%	0.0%	37.5%	37.5%	37.5%
Maximum Green (s)		21.0	21.0	45.0	69.0					39.0	39.0	39.0
Yellow Time (s)		4.0	4.0	3.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	2.0	5.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		22.0	22.0	73.0	70.0						40.0	40.0
Actuated g/C Ratio		0.18	0.18	0.61	0.58						0.33	0.33

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.30	0.30	0.42	0.41						0.50	0.42
Control Delay		21.7	11.1	4.7	5.9						22.9	3.9
Queue Delay		0.0	0.0	0.8	0.6						0.9	0.5
Total Delay		21.7	11.1	5.5	6.5						23.8	4.4
LOS		C	B	A	A						C	A
Approach Delay		18.1			6.2						20.0	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 107 (89%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Market St. & Broadway Ave.





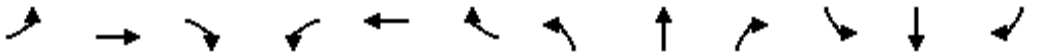
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	61	86	0	0	0	0	0	0	90	1136	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor		0.98										
Frt		0.912										
Flt Protected											0.996	
Satd. Flow (prot)	0	5416	0	0	0	0	0	0	0	0	7118	0
Flt Permitted											0.996	
Satd. Flow (perm)	0	5416	0	0	0	0	0	0	0	0	7118	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		86									43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			365			295			289	
Travel Time (s)		7.6			8.3			6.7			6.6	
Confl. Peds. (#/hr)			15									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	61	86	0	0	0	0	0	0	90	1136	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	0	0	0	0	0	0	0	0	1226	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	
Detector Template												
Leading Detector (ft)		50								50	50	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		50								50	50	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Detector Phase		4								2	2	
Switch Phase												
Minimum Initial (s)		5.0								5.0	5.0	
Minimum Split (s)		10.0								10.0	10.0	
Total Split (s)	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.0	91.0	0.0
Total Split (%)	0.0%	24.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.8%	75.8%	0.0%
Maximum Green (s)		24.0								86.0	86.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0								5.0	5.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								10.0	10.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		9.9									102.1	
Actuated g/C Ratio		0.08									0.85	
v/c Ratio		0.28									0.20	
Control Delay		24.0									2.8	
Queue Delay		0.0									0.2	
Total Delay		24.0									2.9	
LOS		C									A	
Approach Delay		24.0									2.9	
Approach LOS		C									A	

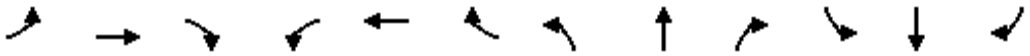
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 78 (65%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay: 5.2		Intersection LOS: A	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: Chestnut St. & Broadway Ave.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	537	593	0	0	0	0	0	401	135
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81
Ped Bike Factor											0.99	0.90
Frt											0.986	0.850
Flt Protected				0.950	0.985							
Satd. Flow (prot)	0	0	0	1370	4485	0	0	0	0	0	5584	1154
Flt Permitted				0.950	0.985							
Satd. Flow (perm)	0	0	0	1370	4485	0	0	0	0	0	5584	1035
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				236	164						20	94
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		329			363			289			298	
Travel Time (s)		9.0			9.9			6.6			6.8	
Confl. Peds. (#/hr)												44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	537	593	0	0	0	0	0	401	135
Shared Lane Traffic (%)				49%								30%
Lane Group Flow (vph)	0	0	0	274	856	0	0	0	0	0	442	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				15.0	15.0						15.0	15.0
Total Split (s)	0.0	0.0	0.0	75.0	75.0	0.0	0.0	0.0	0.0	0.0	45.0	45.0
Total Split (%)	0.0%	0.0%	0.0%	62.5%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	37.5%	37.5%
Maximum Green (s)				70.0	70.0						40.0	40.0

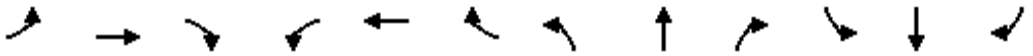


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				Max	Max						C-Max	C-Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				14.0	14.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				71.0	71.0						41.0	41.0
Actuated g/C Ratio				0.59	0.59						0.34	0.34
v/c Ratio				0.30	0.31						0.23	0.23
Control Delay				0.7	1.1						12.5	1.4
Queue Delay				0.8	0.4						0.0	0.0
Total Delay				1.5	1.5						12.5	1.4
LOS				A	A						B	A
Approach Delay					1.5						10.6	
Approach LOS					A						B	

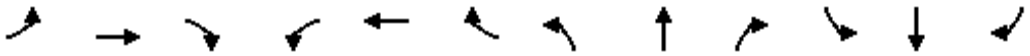
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 4.4		Intersection LOS: A	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Pine St. & Broadway Ave.





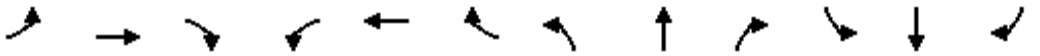
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	12	0	0	0	13	0	951	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt						0.865		0.999				
Flt Protected	0.950											
Satd. Flow (prot)	1593	1676	0	0	0	1450	0	5759	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	1676	0	0	0	1450	0	5759	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	24					181		3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			246			942			351	
Travel Time (s)		3.1			5.6			21.4			8.0	
Confl. Peds. (#/hr)						12			7			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	24	12	0	0	0	13	0	951	8	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	12	0	0	0	13	0	959	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1				1		1				
Detector Template												
Leading Detector (ft)	50	50				50		50				
Trailing Detector (ft)	0	0				0		0				
Detector 1 Position(ft)	0	0				0		0				
Detector 1 Size(ft)	50	50				50		50				
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0				
Detector 1 Queue (s)	0.0	0.0				0.0		0.0				
Detector 1 Delay (s)	0.0	0.0				0.0		0.0				
Turn Type	Perm					custom						
Protected Phases		4				4		2				
Permitted Phases	4	4										
Detector Phase	4	4				4		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0				10.0		10.0				
Minimum Split (s)	15.5	15.5				15.5		15.5				
Total Split (s)	31.0	31.0	0.0	0.0	0.0	31.0	0.0	89.0	0.0	0.0	0.0	0.0
Total Split (%)	25.8%	25.8%	0.0%	0.0%	0.0%	25.8%	0.0%	74.2%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	25.9	25.9				25.9		83.5				



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0				4.0		4.0				
All-Red Time (s)	1.1	1.1				1.1		1.5				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.1	4.1	3.0	3.0	3.0	4.1	3.0	4.5	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0				4.0		4.0				
Recall Mode	Max	Max				Max		C-Max				
Walk Time (s)	7.0	7.0				7.0		7.0				
Flash Dont Walk (s)	14.0	14.0				14.0		10.0				
Pedestrian Calls (#/hr)	0	0				0		0				
Act Effct Green (s)	26.9	26.9				26.9		84.5				
Actuated g/C Ratio	0.22	0.22				0.22		0.70				
v/c Ratio	0.06	0.03				0.03		0.24				
Control Delay	13.9	36.8				0.1		6.4				
Queue Delay	0.0	0.0				0.0		0.0				
Total Delay	13.9	36.8				0.1		6.4				
LOS	B	D				A		A				
Approach Delay		21.5						6.4				
Approach LOS		C						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 62 (52%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.24			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Walnut St. & Memorial Dr NB



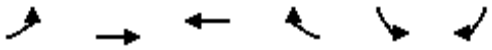
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	24	2675	0	0	0	0	0	0	8	12	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.95	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected											0.980	
Satd. Flow (prot)	0	3353	2508	0	0	0	0	0	0	0	1729	0
Flt Permitted											0.980	
Satd. Flow (perm)	0	3353	2508	0	0	0	0	0	0	0	1729	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		337			138			439			343	
Travel Time (s)		7.7			3.1			10.0			7.8	
Confl. Peds. (#/hr)			8									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	24	2675	0	0	0	0	0	0	8	12	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	2675	0	0	0	0	0	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

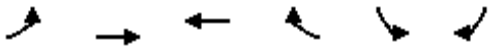


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	27	945	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		0	0
Storage Lanes		1	1		0	0
Taper Length (ft)		50	50		50	50
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	1676	1593	3185	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	1676	1593	3185	0	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	344			125	343	
Travel Time (s)	6.7			2.4	7.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	30	1050	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	30	1050	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		



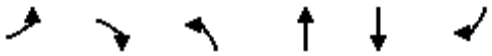
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1712	0	0	37	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	4818	0	0	3090	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	4818	0	0	3090	0
Right Turn on Red				Yes	Yes	Yes
Satd. Flow (RTOR)					42	
Link Speed (mph)		30	30		30	
Link Distance (ft)		357	123		294	
Travel Time (s)		8.1	2.8		6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1902	0	0	41	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1902	0	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15			9	15	9
Number of Detectors		1			1	
Detector Template						
Leading Detector (ft)		50			50	
Trailing Detector (ft)		0			0	
Detector 1 Position(ft)		0			0	
Detector 1 Size(ft)		50			50	
Detector 1 Type		Cl+Ex			Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	
Detector 1 Queue (s)		0.0			0.0	
Detector 1 Delay (s)		0.0			0.0	
Turn Type						
Protected Phases		4				
Permitted Phases					2	
Detector Phase		4			2	
Switch Phase						
Minimum Initial (s)		10.0			10.0	
Minimum Split (s)		27.0			36.0	
Total Split (s)	0.0	84.0	0.0	0.0	36.0	0.0
Total Split (%)	0.0%	70.0%	0.0%	0.0%	30.0%	0.0%
Maximum Green (s)		78.0			30.0	
Yellow Time (s)		4.0			4.0	
All-Red Time (s)		2.0			2.0	



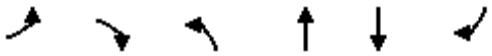
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	3.0	3.0	5.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		4.0			4.0	
Recall Mode		Max			C-Max	
Walk Time (s)		7.0			7.0	
Flash Dont Walk (s)		14.0			23.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)		79.0			31.0	
Actuated g/C Ratio		0.66			0.26	
v/c Ratio		0.60			0.05	
Control Delay		6.9			9.5	
Queue Delay		1.9			0.0	
Total Delay		8.8			9.5	
LOS		A			A	
Approach Delay		8.8			9.5	
Approach LOS		A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 27 (23%), Referenced to phase 2:SBL, Start of 1st Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Chestnut St. & MEMORIAL DR SB



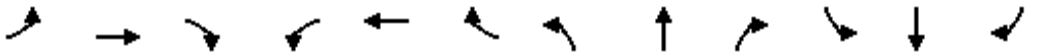
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	10	1852	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	180			0			
Storage Lanes	0	0	1			0			
Taper Length (ft)	50	50	50			50			
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00			
Frt									
Flt Protected			0.950						
Satd. Flow (prot)	0	0	1449	3051	0	0			
Flt Permitted			0.950						
Satd. Flow (perm)	0	0	1449	3051	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			9						
Link Speed (mph)	25			30	30				
Link Distance (ft)	119			293	441				
Travel Time (s)	3.2			6.7	10.0				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	10	1852	0	0			
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	0	0	9	1853	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			4.0				10.0	5.0	4.0
Minimum Split (s)			8.0				16.0	11.0	10.0
Total Split (s)	0.0	0.0	10.0	208.0	0.0	0.0	109.0	11.0	99.0
Total Split (%)	0.0%	0.0%	8.3%	173.3%	0.0%	0.0%	91%	9%	83%



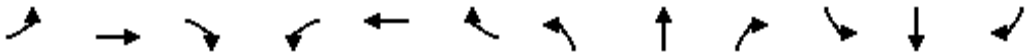
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Maximum Green (s)			6.0				103.0	5.0	93.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			0.0				2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	3.0	5.0	3.0	3.0			
Lead/Lag			Lead						Lag
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0				4.5	2.0	4.5
Recall Mode			Max				C-Max	None	Max
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.01	0.61					
Control Delay			0.0	5.3					
Queue Delay			0.0	0.0					
Total Delay			0.0	5.3					
LOS			A	A					
Approach Delay				5.3					
Approach LOS				A					

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 5.3		Intersection LOS: A	
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Pine St. & Memorial Dr NB



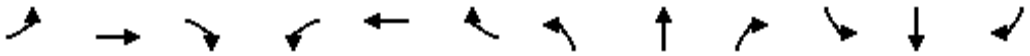
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	2	8	0	0	0	0	0	118	1131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											0.98	
Frt											0.864	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	3895	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	3895	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				2							1006	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		371			119			294			429	
Travel Time (s)		10.1			3.2			6.7			9.8	
Confl. Peds. (#/hr)												2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	2	8	0	0	0	0	0	118	1131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	2	8	0	0	0	0	0	1249	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	
Detector Template												
Leading Detector (ft)				50	50						50	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				50	50						50	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Detector Phase				4	4						2	
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	
Minimum Split (s)				16.0	16.0						16.0	
Total Split (s)	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	83.3%	0.0%
Maximum Green (s)				14.0	14.0						94.0	



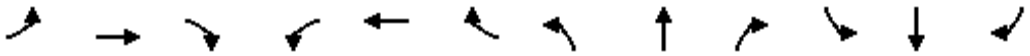
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	
All-Red Time (s)				2.0	2.0						2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	5.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	
Recall Mode				None	None						C-Max	
Walk Time (s)				5.0	5.0						5.0	
Flash Dont Walk (s)				10.0	10.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)				11.0	11.0						115.8	
Actuated g/C Ratio				0.09	0.09						0.96	
v/c Ratio				0.01	0.03						0.33	
Control Delay				25.5	35.4						0.4	
Queue Delay				0.0	0.1						0.0	
Total Delay				25.5	35.5						0.4	
LOS				C	D						A	
Approach Delay					33.5						0.4	
Approach LOS					C						A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 40 (33%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 0.7		Intersection LOS: A	
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Pine St. & MEMORIAL DR SB



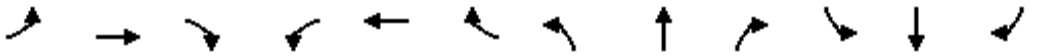
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	616	2272	0	0	0	0	0	744	410	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00	1.00	1.00
Ped Bike Factor								0.98	0.89			
Frt								0.968	0.850			
Flt Protected	0.950	0.999										
Satd. Flow (prot)	1290	5426	0	0	0	0	0	5133	1154	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1290	5426	0	0	0	0	0	5133	1025	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	56	7						5	5			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			337			874			345	
Travel Time (s)		8.2			7.7			19.9			7.8	
Confl. Peds. (#/hr)									85			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	616	2272	0	0	0	0	0	744	410	0	0	0
Shared Lane Traffic (%)	10%								49%			
Lane Group Flow (vph)	554	2334	0	0	0	0	0	945	209	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1			
Detector Template												
Leading Detector (ft)	50	50						50	50			
Trailing Detector (ft)	0	0						0	0			
Detector 1 Position(ft)	0	0						0	0			
Detector 1 Size(ft)	50	50						50	50			
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0			
Detector 1 Queue (s)	0.0	0.0						0.0	0.0			
Detector 1 Delay (s)	0.0	0.0						0.0	0.0			
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Detector Phase	4	4						2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0						10.0	10.0			
Minimum Split (s)	10.3	10.3						15.7	15.7			
Total Split (s)	75.0	75.0	0.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0	0.0	0.0
Total Split (%)	62.5%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	37.5%	37.5%	0.0%	0.0%	0.0%
Maximum Green (s)	69.7	69.7						39.3	39.3			



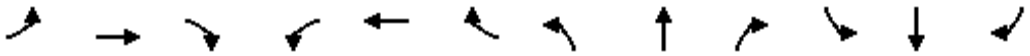
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.3	1.3						1.7	1.7			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.3	4.3	3.0	3.0	3.0	3.0	3.0	4.7	4.7	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2	0.2			
Recall Mode	None	None						C-Max	C-Max			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	17.0	17.0						23.0	23.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	63.8	63.8						47.2	47.2			
Actuated g/C Ratio	0.53	0.53						0.39	0.39			
v/c Ratio	0.78	0.81						0.47	0.51			
Control Delay	29.0	29.6						28.7	34.3			
Queue Delay	5.1	3.6						0.0	0.0			
Total Delay	34.1	33.2						28.7	34.3			
LOS	C	C						C	C			
Approach Delay		33.4						29.7				
Approach LOS		C						C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 54 (45%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 32.3		Intersection LOS: C	
Intersection Capacity Utilization 125.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: Walnut St. & 4th Street



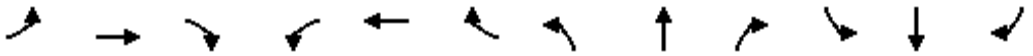
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	187	0	0	0	237	708	147	1181	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor					0.97	0.95						
Frt					0.910	0.850		0.999				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3090	0	0	0	2700	1297	1593	5761	0	0	0	0
Flt Permitted	0.418						0.950					
Satd. Flow (perm)	1359	0	0	0	2700	1237	1593	5761	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					179	179		1				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		359			344			345			300	
Travel Time (s)		7.0			6.7			7.8			6.8	
Confl. Peds. (#/hr)						24						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	187	0	0	0	237	708	147	1181	10	0	0	0
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	187	0	0	0	591	354	147	1191	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	custom					Perm	Perm					
Protected Phases					8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	29.0				27.0	27.0	31.0	31.0				
Total Split (s)	32.0	0.0	0.0	0.0	47.0	47.0	41.0	41.0	0.0	0.0	0.0	0.0
Total Split (%)	26.7%	0.0%	0.0%	0.0%	39.2%	39.2%	34.2%	34.2%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	28.0				41.6	41.6	35.8	35.8				
Yellow Time (s)	4.0				4.0	4.0	4.0	4.0				
All-Red Time (s)	0.0				1.4	1.4	1.2	1.2				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	0.0	0.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.4	4.4	4.2	4.2	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					18.0	18.0	20.0	20.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)	29.0				42.6	42.6	36.8	36.8				
Actuated g/C Ratio	0.24				0.36	0.36	0.31	0.31				
v/c Ratio	0.57				0.55	0.64	0.30	0.67				
Control Delay	33.9				17.7	16.2	25.3	28.2				
Queue Delay	0.0				0.1	0.3	0.0	0.6				



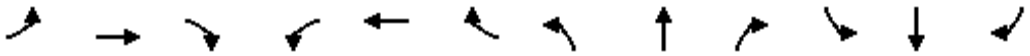
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	33.9				17.8	16.5	25.3	28.8				
LOS	C				B	B	C	C				
Approach Delay					17.3			28.4				
Approach LOS					B			C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 44 (37%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 118.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 10: Market St. & 4th Street



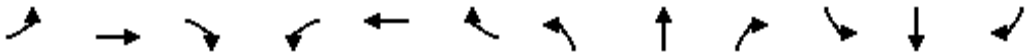
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	425	0	0	0	0	0	738	1318	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.88	1.00	1.00	1.00
Ped Bike Factor									0.82			
Frt									0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	4818	0	0	0	0	0	4818	2508	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	4818	0	0	0	0	0	4818	2064	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	125								155			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			357			300			301	
Travel Time (s)		8.3			8.1			6.8			6.8	
Confl. Peds. (#/hr)									103			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	125	425	0	0	0	0	0	738	1318	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	425	0	0	0	0	0	738	1318	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	30.4	30.4						30.2	30.2			
Total Split (s)	31.3	31.3	0.0	0.0	0.0	0.0	0.0	88.7	88.7	0.0	0.0	0.0
Total Split (%)	26.1%	26.1%	0.0%	0.0%	0.0%	0.0%	0.0%	73.9%	73.9%	0.0%	0.0%	0.0%
Maximum Green (s)	25.9	25.9						83.5	83.5			
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.4	1.4						1.2	1.2			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.4	4.4	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	18.0	18.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	26.9	26.9						84.5	84.5			
Actuated g/C Ratio	0.22	0.22						0.70	0.70			
v/c Ratio	0.28	0.39						0.22	0.88			
Control Delay	12.2	42.1						2.5	16.4			
Queue Delay	0.0	0.0						0.2	4.6			



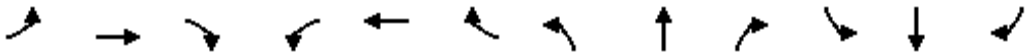
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	12.2	42.1						2.7	21.0			
LOS	B	D						A	C			
Approach Delay		35.3						14.4				
Approach LOS		D						B				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 32 (27%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: Chestnut St. & 4th Street



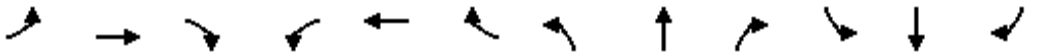
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1073	58	262	737	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.81	0.81	1.00	1.00	1.00	1.00
Ped Bike Factor						0.88						
Frt						0.850						
Flt Protected							0.950	0.996				
Satd. Flow (prot)	0	0	0	0	4577	1425	1290	5410	0	0	0	0
Flt Permitted							0.950	0.996				
Satd. Flow (perm)	0	0	0	0	4577	1253	1290	5410	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						58	6	6				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		363			371			301			292	
Travel Time (s)		9.9			10.1			6.8			6.6	
Confl. Peds. (#/hr)						74						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1073	58	262	737	0	0	0	0
Shared Lane Traffic (%)							26%					
Lane Group Flow (vph)	0	0	0	0	1073	58	194	805	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type						Perm	Perm					
Protected Phases					4			2				
Permitted Phases						4	2					
Detector Phase					4	4	2	2				
Switch Phase												
Minimum Initial (s)					5.0	5.0	10.0	10.0				
Minimum Split (s)					45.3	45.3	85.0	85.0				



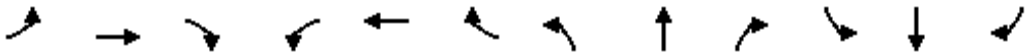
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	0.0	0.0	0.0	0.0	38.3	38.3	81.7	81.7	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	31.9%	31.9%	68.1%	68.1%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					33.0	33.0	76.4	76.4				
Yellow Time (s)					4.0	4.0	4.0	4.0				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2	0.2	0.2	0.2				
Recall Mode					None	None	C-Max	C-Max				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					17.0	17.0	17.0	17.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					31.2	31.2	80.2	80.2				
Actuated g/C Ratio					0.26	0.26	0.67	0.67				
v/c Ratio					0.90	0.16	0.22	0.22				
Control Delay					53.4	8.8	5.9	5.3				
Queue Delay					2.6	0.0	0.6	0.2				
Total Delay					56.0	8.8	6.5	5.5				
LOS					E	A	A	A				
Approach Delay					53.6			5.7				
Approach LOS					D			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 28 (23%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 31.1		Intersection LOS: C	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Pine St. & 4th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	952	236	0	0	0	0	0	0	1930	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor			0.93									
Frt			0.850									
Flt Protected										0.950	0.977	
Satd. Flow (prot)	0	4577	1425	0	0	0	0	0	0	1290	5307	0
Flt Permitted										0.950	0.977	
Satd. Flow (perm)	0	4577	1321	0	0	0	0	0	0	1290	5307	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			79							31	31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			361			566			334	
Travel Time (s)		8.1			8.2			12.9			7.6	
Confl. Peds. (#/hr)			43									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	952	236	0	0	0	0	0	0	1930	1116	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	952	236	0	0	0	0	0	0	965	2081	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Right	Right	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			Perm							Perm		
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		50.4	50.4							75.4	75.4	
Total Split (s)	0.0	47.6	47.6	0.0	0.0	0.0	0.0	0.0	0.0	72.4	72.4	0.0
Total Split (%)	0.0%	39.7%	39.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.3%	60.3%	0.0%
Maximum Green (s)		42.2	42.2							67.0	67.0	

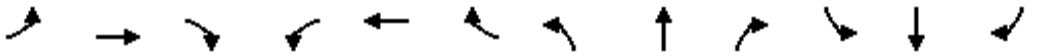


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	4.4	4.4	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		0.2	0.2							0.2	0.2	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		18.0	18.0							18.0	18.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		43.2	43.2							68.0	68.0	
Actuated g/C Ratio		0.36	0.36							0.57	0.57	
v/c Ratio		0.58	0.45							1.30	1.11dl	
Control Delay		32.7	22.2							159.1	8.0	
Queue Delay		7.1	0.0							3.1	0.4	
Total Delay		39.9	22.2							162.2	8.4	
LOS		D	C							F	A	
Approach Delay		36.3									57.1	
Approach LOS		D									E	

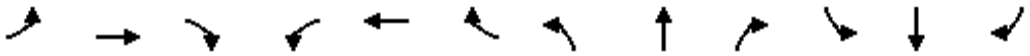
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 95 (79%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 51.3		Intersection LOS: D	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 13: Walnut St. & Broadway Ave.



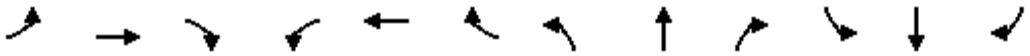
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	171	359	261	160	0	0	0	0	33	2471	192
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.96	0.92									0.87
Frt		0.923	0.850									0.850
Flt Protected				0.950	0.978						0.999	
Satd. Flow (prot)	0	2847	1365	1449	2984	0	0	0	0	0	6065	1425
Flt Permitted				0.403	0.613						0.999	
Satd. Flow (perm)	0	2847	1259	615	1870	0	0	0	0	0	6065	1241
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34	34									192
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			359			334			295	
Travel Time (s)		6.6			7.0			7.6			6.7	
Confl. Peds. (#/hr)			50									73
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	171	359	261	160	0	0	0	0	33	2471	192
Shared Lane Traffic (%)			50%	49%								
Lane Group Flow (vph)	0	351	179	133	288	0	0	0	0	0	2504	192
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		11.0	11.0	8.0	11.0					11.0	11.0	11.0
Total Split (s)	0.0	35.0	35.0	13.0	48.0	0.0	0.0	0.0	0.0	72.0	72.0	72.0
Total Split (%)	0.0%	29.2%	29.2%	10.8%	40.0%	0.0%	0.0%	0.0%	0.0%	60.0%	60.0%	60.0%
Maximum Green (s)		29.0	29.0	10.0	42.0					66.0	66.0	66.0
Yellow Time (s)		4.0	4.0	3.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	2.0	5.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		30.0	30.0	46.0	43.0						67.0	67.0
Actuated g/C Ratio		0.25	0.25	0.38	0.36						0.56	0.56



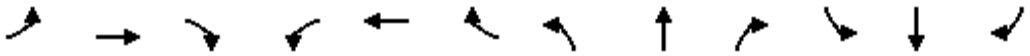
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.48	0.53	0.43	0.39						0.74	0.25
Control Delay		36.9	37.7	22.1	20.3						10.4	1.3
Queue Delay		0.0	0.1	0.0	0.0						0.2	0.5
Total Delay		36.9	37.7	22.1	20.3						10.6	1.8
LOS		D	D	C	C						B	A
Approach Delay		37.2			20.9						9.9	
Approach LOS		D			C						A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 118.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 14: Market St. & Broadway Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	170	585	0	0	0	0	0	0	329	2110	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor		0.90										
Frt		0.884										
Flt Protected											0.993	
Satd. Flow (prot)	0	4855	0	0	0	0	0	0	0	0	7097	0
Flt Permitted											0.993	
Satd. Flow (perm)	0	4855	0	0	0	0	0	0	0	0	7097	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		11									64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			365			295			289	
Travel Time (s)		7.6			8.3			6.7			6.6	
Confl. Peds. (#/hr)			66									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	170	585	0	0	0	0	0	0	329	2110	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	755	0	0	0	0	0	0	0	0	2439	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	
Detector Template												
Leading Detector (ft)		50								50	50	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		50								50	50	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Detector Phase		4								2	2	
Switch Phase												
Minimum Initial (s)		5.0								5.0	5.0	
Minimum Split (s)		10.0								10.0	10.0	
Total Split (s)	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		35.0								75.0	75.0	

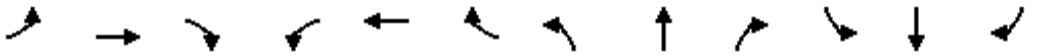


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0								5.0	5.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								10.0	10.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		29.3									82.7	
Actuated g/C Ratio		0.24									0.69	
v/c Ratio		1.69dr									0.50	
Control Delay		42.0									7.3	
Queue Delay		0.0									0.3	
Total Delay		42.0									7.6	
LOS		D									A	
Approach Delay		42.0									7.6	
Approach LOS		D									A	

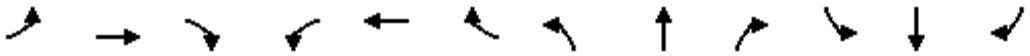
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 35 (29%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 15.7		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 15: Chestnut St. & Broadway Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	1245	171	0	0	0	0	0	893	41
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81
Ped Bike Factor											1.00	0.87
Frt											0.999	0.850
Flt Protected				0.950	0.962							
Satd. Flow (prot)	0	0	0	1370	4380	0	0	0	0	0	5709	1154
Flt Permitted				0.950	0.962							
Satd. Flow (perm)	0	0	0	1370	4380	0	0	0	0	0	5709	1001
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				7	7						1	37
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		329			363			289			298	
Travel Time (s)		9.0			9.9			6.6			6.8	
Confl. Peds. (#/hr)												58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	1245	171	0	0	0	0	0	893	41
Shared Lane Traffic (%)				50%								10%
Lane Group Flow (vph)	0	0	0	622	794	0	0	0	0	0	897	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				15.0	15.0						15.0	15.0
Total Split (s)	0.0	0.0	0.0	87.0	87.0	0.0	0.0	0.0	0.0	0.0	33.0	33.0
Total Split (%)	0.0%	0.0%	0.0%	72.5%	72.5%	0.0%	0.0%	0.0%	0.0%	0.0%	27.5%	27.5%
Maximum Green (s)				82.0	82.0						28.0	28.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				Max	Max						C-Max	C-Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				14.0	14.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				83.0	83.0						29.0	29.0
Actuated g/C Ratio				0.69	0.69						0.24	0.24
v/c Ratio				0.65	0.26						0.65	0.14
Control Delay				13.7	1.9						21.6	2.2
Queue Delay				2.3	0.2						0.6	0.0
Total Delay				16.0	2.0						22.1	2.2
LOS				B	A						C	A
Approach Delay					8.2						21.3	
Approach LOS					A						C	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 48 (40%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Pine St. & Broadway Ave.



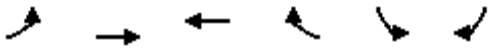
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	7	2035	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1676	3090	1425
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1676	3090	1425
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			246	943	
Travel Time (s)	3.1			5.6	21.4	
Confl. Peds. (#/hr)						5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	7	2035	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	7	2035	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Free	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

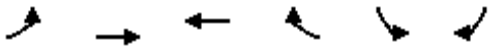


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	602	10	2032	0	0
Ideal Flow (vphpl)	2000	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2508	0	3185	0	0
Flt Permitted						
Satd. Flow (perm)	0	2508	0	3185	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	337			138	439	
Travel Time (s)	7.7			3.1	10.0	
Confl. Peds. (#/hr)		6				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	602	10	2032	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	602	0	2042	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 93.4%		ICU Level of Service F	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	961	0	0	12	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	4818	0	0	3090	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	4818	0	0	3090	0
Right Turn on Red				Yes	Yes	Yes
Satd. Flow (RTOR)					311	
Link Speed (mph)		30	30		30	
Link Distance (ft)		357	123		294	
Travel Time (s)		8.1	2.8		6.7	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	961	0	0	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	961	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15			9	15	9
Number of Detectors		1			1	
Detector Template						
Leading Detector (ft)		50			50	
Trailing Detector (ft)		0			0	
Detector 1 Position(ft)		0			0	
Detector 1 Size(ft)		50			50	
Detector 1 Type		Cl+Ex			Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	
Detector 1 Queue (s)		0.0			0.0	
Detector 1 Delay (s)		0.0			0.0	
Turn Type						
Protected Phases		4				
Permitted Phases					2	
Detector Phase		4			2	
Switch Phase						
Minimum Initial (s)		10.0			10.0	
Minimum Split (s)		27.0			36.0	
Total Split (s)	0.0	84.0	0.0	0.0	36.0	0.0
Total Split (%)	0.0%	70.0%	0.0%	0.0%	30.0%	0.0%
Maximum Green (s)		78.0			30.0	
Yellow Time (s)		4.0			4.0	
All-Red Time (s)		2.0			2.0	

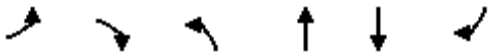


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	3.0	3.0	5.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		4.0			4.0	
Recall Mode		Max			C-Max	
Walk Time (s)					7.0	
Flash Dont Walk (s)					23.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		79.0			31.0	
Actuated g/C Ratio		0.66			0.26	
v/c Ratio		0.30			0.01	
Control Delay		6.6			0.2	
Queue Delay		0.3			0.0	
Total Delay		6.9			0.2	
LOS		A			A	
Approach Delay		6.9			0.3	
Approach LOS		A			A	

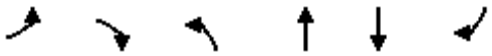
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 119 (99%), Referenced to phase 2:SBL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 98.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 6: Chestnut St. & MEMORIAL DR SB





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	45	945	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	180			0			
Storage Lanes	0	0	1			0			
Taper Length (ft)	50	50	50			50			
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00			
Frt									
Flt Protected			0.950						
Satd. Flow (prot)	0	0	1449	3051	0	0			
Flt Permitted			0.950						
Satd. Flow (perm)	0	0	1449	3051	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			40	2					
Link Speed (mph)	25			30	30				
Link Distance (ft)	119			293	441				
Travel Time (s)	3.2			6.7	10.0				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	45	945	0	0			
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	0	0	40	950	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			4.0				10.0	5.0	4.0
Minimum Split (s)			8.0				98.0	11.0	10.0
Total Split (s)	0.0	0.0	10.0	208.0	0.0	0.0	109.0	11.0	99.0
Total Split (%)	0.0%	0.0%	8.3%	173.3%	0.0%	0.0%	91%	9%	83%

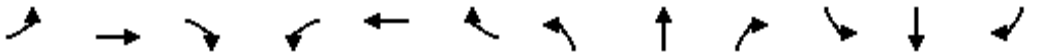


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Maximum Green (s)			6.0				103.0	5.0	93.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			0.0				2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	3.0	5.0	3.0	3.0			
Lead/Lag			Lead						Lag
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0				4.5	2.0	4.5
Recall Mode			Max				C-Max	None	Max
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.03	0.31					
Control Delay			0.0	1.3					
Queue Delay			0.0	0.0					
Total Delay			0.0	1.3					
LOS			A	A					
Approach Delay				1.3					
Approach LOS				A					

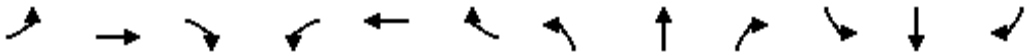
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 1.3		Intersection LOS: A	
Intersection Capacity Utilization 74.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Pine St. & Memorial Dr NB





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	10	34	0	0	0	0	0	12	1250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											0.98	0.98
Frt											0.853	0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	2554	1297
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	2554	1272
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				10							625	625
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		371			119			294			429	
Travel Time (s)		10.1			3.2			6.7			9.8	
Confl. Peds. (#/hr)												3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	10	34	0	0	0	0	0	12	1250
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	0	0	0	10	34	0	0	0	0	0	637	625
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				16.0	16.0						16.0	16.0
Total Split (s)	0.0	0.0	0.0	18.0	18.0	0.0	0.0	0.0	0.0	0.0	102.0	102.0
Total Split (%)	0.0%	0.0%	0.0%	15.0%	15.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.0%	85.0%
Maximum Green (s)				12.0	12.0						96.0	96.0

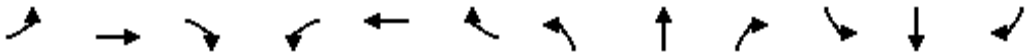


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				2.0	2.0						2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				None	None						C-Max	C-Max
Walk Time (s)				5.0	5.0						5.0	5.0
Flash Dont Walk (s)				10.0	10.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				11.0	11.0						107.4	107.4
Actuated g/C Ratio				0.09	0.09						0.90	0.90
v/c Ratio				0.06	0.12						0.27	0.52
Control Delay				13.8	37.2						0.5	1.8
Queue Delay				1.2	1.6						0.0	0.1
Total Delay				15.0	38.8						0.5	1.8
LOS				B	D						A	A
Approach Delay					33.4						1.1	
Approach LOS					C						A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 88 (73%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 2.2		Intersection LOS: A	
Intersection Capacity Utilization 74.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 8: Pine St. & MEMORIAL DR SB





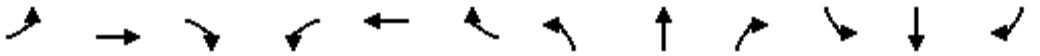
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	198	528	0	0	0	2038	0	636	90	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.81	0.81	1.00	1.00	1.00
Ped Bike Factor						0.98		1.00	0.92			
Frt						0.850		0.998	0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3090	3185	0	0	0	2508	0	5415	1154	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3090	3185	0	0	0	2452	0	5415	1064	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	42					2		2	81			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			337			874			345	
Travel Time (s)		8.2			7.7			19.9			7.8	
Confl. Peds. (#/hr)						26			56			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	198	528	0	0	0	2038	0	636	90	0	0	0
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	198	528	0	0	0	2038	0	645	81	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1				1		1	1			
Detector Template												
Leading Detector (ft)	50	50				50		50	50			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	50	50				50		50	50			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Turn Type	Prot					custom			Perm			
Protected Phases	7	4				8		2				
Permitted Phases						8			2			
Detector Phase	7	4				8		2	2			
Switch Phase												
Minimum Initial (s)	4.0	5.0				4.0		10.0	10.0			
Minimum Split (s)	8.0	10.3				20.0		15.7	15.7			
Total Split (s)	9.0	100.0	0.0	0.0	0.0	91.0	0.0	20.0	20.0	0.0	0.0	0.0
Total Split (%)	7.5%	83.3%	0.0%	0.0%	0.0%	75.8%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%
Maximum Green (s)	5.0	94.7				87.0		14.3	14.3			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0				4.0		4.0	4.0			
All-Red Time (s)	0.0	1.3				0.0		1.7	1.7			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.3	3.0	3.0	3.0	3.0	3.0	4.7	4.7	3.0	3.0	3.0
Lead/Lag	Lead					Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	0.2				3.0		0.2	0.2			
Recall Mode	None	None				None		C-Max	C-Max			
Walk Time (s)		7.0						7.0	7.0			
Flash Dont Walk (s)		17.0						23.0	23.0			
Pedestrian Calls (#/hr)		0						0	0			
Act Effct Green (s)	6.0	95.7				88.0		15.3	15.3			
Actuated g/C Ratio	0.05	0.80				0.73		0.13	0.13			
v/c Ratio	1.02	0.21				1.11		0.93	0.39			
Control Delay	116.8	3.3				75.4		73.0	16.1			
Queue Delay	0.0	0.3				1.8		0.0	0.0			
Total Delay	116.8	3.6				77.2		73.0	16.1			
LOS	F	A				E		E	B			
Approach Delay		34.5						66.6				
Approach LOS		C						E				

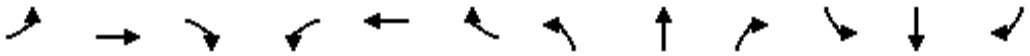
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 66.1		Intersection LOS: E	
Intersection Capacity Utilization 123.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: Walnut St. & 4th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	10	0	0	10	10	762	2140	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor						0.96		1.00				
Frt						0.850		0.999				
Flt Protected	0.950	0.961					0.950					
Satd. Flow (prot)	1513	1531	0	0	3185	1425	1593	5758	0	0	0	0
Flt Permitted	0.751	0.777					0.950					
Satd. Flow (perm)	1196	1237	0	0	3185	1373	1593	5758	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						10		2				
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		359			328			345			300	
Travel Time (s)		7.0			7.5			7.8			6.8	
Confl. Peds. (#/hr)						11			51			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	99	10	0	0	10	10	762	2140	10	0	0	0
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	54	55	0	0	10	10	762	2150	0	0	0	0
Enter Blocked Intersection	No	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					Perm	Perm					
Protected Phases		4			4			2				
Permitted Phases	4					4	2					
Minimum Split (s)	15.0	15.0			15.0	15.0	31.0	31.0				
Total Split (s)	20.0	20.0	0.0	0.0	20.0	20.0	100.0	100.0	0.0	0.0	0.0	0.0
Total Split (%)	16.7%	16.7%	0.0%	0.0%	16.7%	16.7%	83.3%	83.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	16.0	16.0			16.0	16.0	94.8	94.8				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	0.0	0.0			0.0	0.0	1.2	1.2				
Lost Time Adjust (s)	-1.0	0.0	-1.0	0.0	0.0	0.0	-1.0	-1.0	0.0	0.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.2	4.2	4.0	4.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							20.0	20.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	17.0	16.0			16.0	16.0	95.8	95.8				
Actuated g/C Ratio	0.14	0.13			0.13	0.13	0.80	0.80				
v/c Ratio	0.32	0.33			0.02	0.05	0.60	0.47				
Control Delay	37.2	38.3			45.5	23.4	3.4	2.5				
Queue Delay	0.2	0.2			0.0	0.0	12.4	1.3				

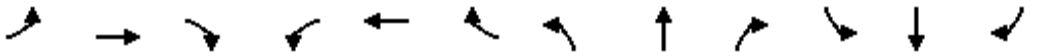


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	37.4	38.5			45.5	23.4	15.8	3.8				
LOS	D	D			D	C	B	A				
Approach Delay		38.0			34.5			6.9				
Approach LOS		D			C			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 123.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 10: Market St. & 4th Street





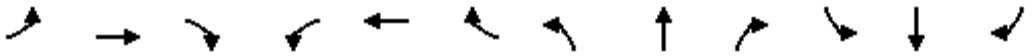
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	85	0	0	0	0	0	1437	895	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.88	1.00	1.00	1.00
Ped Bike Factor									0.90			
Frt									0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	4818	0	0	0	0	0	4818	2508	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	4818	0	0	0	0	0	4818	2261	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	61								895			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			357			300			301	
Travel Time (s)		8.3			8.1			6.8			6.8	
Confl. Peds. (#/hr)									54			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	61	85	0	0	0	0	0	1437	895	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	85	0	0	0	0	0	1437	895	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	30.4	30.4						30.2	30.2			
Total Split (s)	34.0	34.0	0.0	0.0	0.0	0.0	0.0	86.0	86.0	0.0	0.0	0.0
Total Split (%)	28.3%	28.3%	0.0%	0.0%	0.0%	0.0%	0.0%	71.7%	71.7%	0.0%	0.0%	0.0%
Maximum Green (s)	28.6	28.6						80.8	80.8			
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.4	1.4						1.2	1.2			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.4	4.4	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	18.0	18.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	29.6	29.6						81.8	81.8			
Actuated g/C Ratio	0.25	0.25						0.68	0.68			
v/c Ratio	0.14	0.07						0.44	0.49			
Control Delay	6.2	30.0						8.8	1.2			
Queue Delay	0.0	0.0						0.4	0.1			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	6.2	30.0						9.2	1.3			
LOS	A	C						A	A			
Approach Delay		20.0						6.1				
Approach LOS		C						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 93 (78%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Chestnut St. & 4th Street





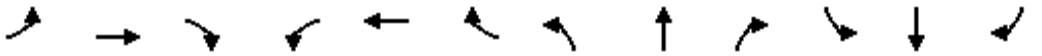
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1118	126	755	657	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.81	0.81	1.00	1.00	1.00	1.00
Ped Bike Factor						0.92						
Frt						0.850						
Flt Protected							0.950	0.982				
Satd. Flow (prot)	0	0	0	0	4577	1425	1290	5334	0	0	0	0
Flt Permitted							0.950	0.982				
Satd. Flow (perm)	0	0	0	0	4577	1305	1290	5334	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						126	12	12				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		363			371			301			292	
Travel Time (s)		9.9			10.1			6.8			6.6	
Confl. Peds. (#/hr)						49						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1118	126	755	657	0	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	0	0	0	0	1118	126	377	1035	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type						Perm	Perm					
Protected Phases					4			2				
Permitted Phases						4	2					
Detector Phase					4	4	2	2				
Switch Phase												
Minimum Initial (s)					5.0	5.0	10.0	10.0				
Minimum Split (s)					45.3	45.3	75.3	75.3				
Total Split (s)	0.0	0.0	0.0	0.0	45.3	45.3	74.7	74.7	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	37.8%	37.8%	62.3%	62.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					40.0	40.0	69.4	69.4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)					4.0	4.0	4.0	4.0				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2	0.2	0.2	0.2				
Recall Mode					None	None	C-Max	C-Max				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					17.0	17.0	17.0	17.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					33.8	33.8	77.6	77.6				
Actuated g/C Ratio					0.28	0.28	0.65	0.65				
v/c Ratio					0.87	0.28	0.45	0.30				
Control Delay					47.4	6.1	6.7	3.7				
Queue Delay					0.8	0.0	0.3	0.1				
Total Delay					48.2	6.1	7.0	3.8				
LOS					D	A	A	A				
Approach Delay					43.9			4.7				
Approach LOS					D			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 116 (97%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Pine St. & 4th Street





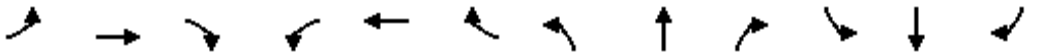
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	176	147	0	0	0	0	0	0	477	1199	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor			0.89									
Frt			0.850									
Flt Protected										0.950	0.994	
Satd. Flow (prot)	0	4577	1425	0	0	0	0	0	0	1290	5399	0
Flt Permitted										0.950	0.994	
Satd. Flow (perm)	0	4577	1263	0	0	0	0	0	0	1290	5399	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			65							324	40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			361			566			334	
Travel Time (s)		8.1			8.2			12.9			7.6	
Confl. Peds. (#/hr)			72									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	176	147	0	0	0	0	0	0	477	1199	0
Shared Lane Traffic (%)										32%		
Lane Group Flow (vph)	0	176	147	0	0	0	0	0	0	324	1352	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			Perm							Perm		
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		50.4	50.4							75.4	75.4	
Total Split (s)	0.0	47.6	47.6	0.0	0.0	0.0	0.0	0.0	0.0	72.4	72.4	0.0
Total Split (%)	0.0%	39.7%	39.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.3%	60.3%	0.0%
Maximum Green (s)		42.2	42.2							67.0	67.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	4.4	4.4	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		0.2	0.2							0.2	0.2	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		18.0	18.0							18.0	18.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		43.2	43.2							68.0	68.0	
Actuated g/C Ratio		0.36	0.36							0.57	0.57	
v/c Ratio		0.11	0.30							0.37	0.44	
Control Delay		25.8	16.9							2.3	10.5	
Queue Delay		0.0	0.0							0.5	0.3	
Total Delay		25.8	16.9							2.8	10.8	
LOS		C	B							A	B	
Approach Delay		21.8									9.3	
Approach LOS		C									A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 13 (11%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 123.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 13: Walnut St. & Broadway Ave.



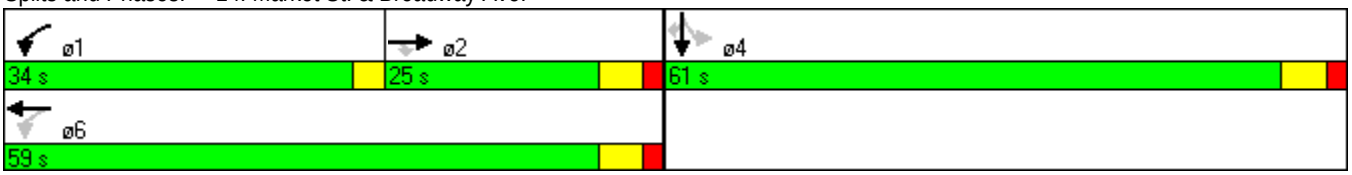


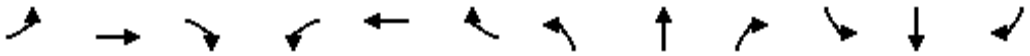
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	86	187	535	125	0	0	0	0	4	1003	477
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.97	0.94									0.89
Frt		0.922	0.850									0.850
Flt Protected				0.950	0.967							
Satd. Flow (prot)	0	2876	1365	1449	2950	0	0	0	0	0	6071	1425
Flt Permitted				0.552	0.658							
Satd. Flow (perm)	0	2876	1290	842	2008	0	0	0	0	0	6071	1269
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91	91									477
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			359			334			295	
Travel Time (s)		6.6			7.0			7.6			6.7	
Confl. Peds. (#/hr)			33									61
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	86	187	535	125	0	0	0	0	4	1003	477
Shared Lane Traffic (%)			50%	50%								
Lane Group Flow (vph)	0	180	93	267	393	0	0	0	0	0	1007	477
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		11.0	11.0	8.0	11.0					11.0	11.0	11.0
Total Split (s)	0.0	25.0	25.0	34.0	59.0	0.0	0.0	0.0	0.0	61.0	61.0	61.0
Total Split (%)	0.0%	20.8%	20.8%	28.3%	49.2%	0.0%	0.0%	0.0%	0.0%	50.8%	50.8%	50.8%
Maximum Green (s)		19.0	19.0	31.0	53.0					55.0	55.0	55.0
Yellow Time (s)		4.0	4.0	3.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	2.0	5.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		20.0	20.0	57.0	54.0						56.0	56.0
Actuated g/C Ratio		0.17	0.17	0.48	0.45						0.47	0.47

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.32	0.32	0.48	0.35						0.36	0.56
Control Delay		23.4	12.5	17.6	16.4						13.8	4.9
Queue Delay		0.0	0.0	0.7	0.0						0.4	0.3
Total Delay		23.4	12.5	18.2	16.4						14.2	5.2
LOS		C	B	B	B						B	A
Approach Delay		19.7			17.1						11.3	
Approach LOS		B			B						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 123.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 14: Market St. & Broadway Ave.





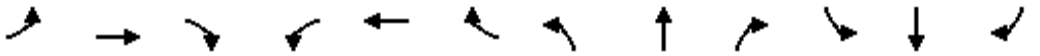
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	61	78	0	0	0	0	0	0	90	1364	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor		0.98										
Frt		0.916										
Flt Protected											0.997	
Satd. Flow (prot)	0	5445	0	0	0	0	0	0	0	0	7126	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	5445	0	0	0	0	0	0	0	0	7126	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		78									41	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			365			295			289	
Travel Time (s)		7.6			8.3			6.7			6.6	
Confl. Peds. (#/hr)			15									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	61	78	0	0	0	0	0	0	90	1364	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	0	0	0	0	0	0	1454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	
Detector Template												
Leading Detector (ft)		50								50	50	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		50								50	50	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Detector Phase		4								2	2	
Switch Phase												
Minimum Initial (s)		5.0								5.0	5.0	
Minimum Split (s)		10.0								10.0	10.0	
Total Split (s)	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.0	95.0	0.0
Total Split (%)	0.0%	20.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	79.2%	79.2%	0.0%
Maximum Green (s)		20.0								90.0	90.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0								5.0	5.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								10.0	10.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		9.9									102.1	
Actuated g/C Ratio		0.08									0.85	
v/c Ratio		0.27									0.24	
Control Delay		25.1									1.4	
Queue Delay		0.0									0.1	
Total Delay		25.1									1.6	
LOS		C									A	
Approach Delay		25.1									1.6	
Approach LOS		C									A	

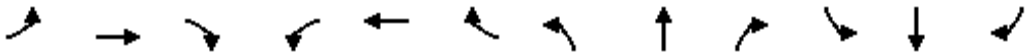
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 85 (71%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 3.6		Intersection LOS: A	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: Chestnut St. & Broadway Ave.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	765	806	0	0	0	0	0	401	135
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81
Ped Bike Factor											0.99	0.90
Frt											0.986	0.850
Flt Protected				0.950	0.984							
Satd. Flow (prot)	0	0	0	1370	4480	0	0	0	0	0	5584	1154
Flt Permitted				0.950	0.984							
Satd. Flow (perm)	0	0	0	1370	4480	0	0	0	0	0	5584	1035
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				161	161						18	94
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		329			363			289			298	
Travel Time (s)		9.0			9.9			6.6			6.8	
Confl. Peds. (#/hr)												44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	765	806	0	0	0	0	0	401	135
Shared Lane Traffic (%)				50%								30%
Lane Group Flow (vph)	0	0	0	382	1189	0	0	0	0	0	442	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				15.0	15.0						15.0	15.0
Total Split (s)	0.0	0.0	0.0	83.0	83.0	0.0	0.0	0.0	0.0	0.0	37.0	37.0
Total Split (%)	0.0%	0.0%	0.0%	69.2%	69.2%	0.0%	0.0%	0.0%	0.0%	0.0%	30.8%	30.8%
Maximum Green (s)				78.0	78.0						32.0	32.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				Max	Max						C-Max	C-Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				14.0	14.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				79.0	79.0						33.0	33.0
Actuated g/C Ratio				0.66	0.66						0.28	0.28
v/c Ratio				0.40	0.40						0.29	0.27
Control Delay				3.1	4.0						15.4	2.7
Queue Delay				0.5	0.2						0.0	0.0
Total Delay				3.6	4.2						15.4	2.7
LOS				A	A						B	A
Approach Delay					4.1						13.2	
Approach LOS					A						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 17 (14%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Pine St. & Broadway Ave.



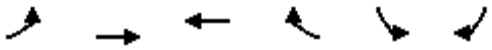


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	13	951	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1676	3090	1425
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1676	3090	1425
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			246	941	
Travel Time (s)	3.1			5.6	21.4	
Confl. Peds. (#/hr)						7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	13	951	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	13	951	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Free	

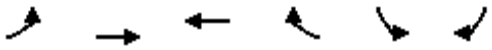
Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	2635	15	964	0	0
Ideal Flow (vphpl)	2000	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected				0.999		
Satd. Flow (prot)	0	2508	0	3182	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	0	2508	0	3182	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	337			138	439	
Travel Time (s)	7.7			3.1	10.0	
Confl. Peds. (#/hr)		8				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2635	15	964	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2635	0	979	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 140.0%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1925	0	0	37	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	4818	0	0	3090	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	4818	0	0	3090	0
Right Turn on Red				Yes	Yes	Yes
Satd. Flow (RTOR)					40	
Link Speed (mph)		30	30		30	
Link Distance (ft)		357	123		294	
Travel Time (s)		8.1	2.8		6.7	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1925	0	0	37	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1925	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15			9	15	9
Number of Detectors		1			1	
Detector Template						
Leading Detector (ft)		50			50	
Trailing Detector (ft)		0			0	
Detector 1 Position(ft)		0			0	
Detector 1 Size(ft)		50			50	
Detector 1 Type		Cl+Ex			Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	
Detector 1 Queue (s)		0.0			0.0	
Detector 1 Delay (s)		0.0			0.0	
Turn Type						
Protected Phases		4				
Permitted Phases					2	
Detector Phase		4			2	
Switch Phase						
Minimum Initial (s)		10.0			10.0	
Minimum Split (s)		27.0			36.0	
Total Split (s)	0.0	84.0	0.0	0.0	36.0	0.0
Total Split (%)	0.0%	70.0%	0.0%	0.0%	30.0%	0.0%
Maximum Green (s)		78.0			30.0	
Yellow Time (s)		4.0			4.0	
All-Red Time (s)		2.0			2.0	

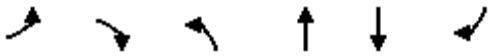


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	3.0	3.0	5.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		4.0			4.0	
Recall Mode		Max			C-Max	
Walk Time (s)					7.0	
Flash Dont Walk (s)					23.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		79.0			31.0	
Actuated g/C Ratio		0.66			0.26	
v/c Ratio		0.61			0.04	
Control Delay		10.5			8.7	
Queue Delay		1.7			0.0	
Total Delay		12.2			8.7	
LOS		B			A	
Approach Delay		12.2			8.7	
Approach LOS		B			A	

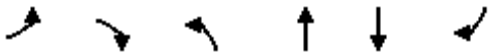
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 6 (5%), Referenced to phase 2:SBL, Start of 1st Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Chestnut St. & MEMORIAL DR SB





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	0	0	10	1852	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	180			0			
Storage Lanes	0	0	1			0			
Taper Length (ft)	50	50	50			50			
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00			
Frt									
Flt Protected			0.950						
Satd. Flow (prot)	0	0	1449	3051	0	0			
Flt Permitted			0.950						
Satd. Flow (perm)	0	0	1449	3051	0	0			
Right Turn on Red		Yes	Yes			Yes			
Satd. Flow (RTOR)			9						
Link Speed (mph)	25			30	30				
Link Distance (ft)	119			293	441				
Travel Time (s)	3.2			6.7	10.0				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	0	0	10	1852	0	0			
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	0	0	9	1853	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			12	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors			1	1					
Detector Template									
Leading Detector (ft)			50	50					
Trailing Detector (ft)			0	0					
Detector 1 Position(ft)			0	0					
Detector 1 Size(ft)			50	50					
Detector 1 Type			Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)			0.0	0.0					
Detector 1 Queue (s)			0.0	0.0					
Detector 1 Delay (s)			0.0	0.0					
Turn Type			custom						
Protected Phases			5	2 6			2	4	6
Permitted Phases			2						
Detector Phase			5	2 6					
Switch Phase									
Minimum Initial (s)			4.0				10.0	5.0	4.0
Minimum Split (s)			8.0				98.0	11.0	10.0
Total Split (s)	0.0	0.0	8.0	210.0	0.0	0.0	109.0	11.0	101.0
Total Split (%)	0.0%	0.0%	6.7%	175.0%	0.0%	0.0%	91%	9%	84%

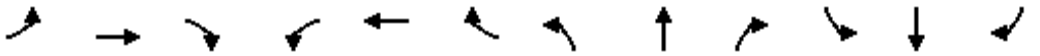


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø2	ø4	ø6
Maximum Green (s)			4.0				103.0	5.0	95.0
Yellow Time (s)			4.0				4.0	4.0	4.0
All-Red Time (s)			0.0				2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0			
Total Lost Time (s)	3.0	3.0	3.0	5.0	3.0	3.0			
Lead/Lag			Lead						Lag
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0				4.5	2.0	4.5
Recall Mode			Max				C-Max	None	Max
Act Effct Green (s)			120.0	120.0					
Actuated g/C Ratio			1.00	1.00					
v/c Ratio			0.01	0.61					
Control Delay			0.0	7.3					
Queue Delay			0.0	0.0					
Total Delay			0.0	7.3					
LOS			A	A					
Approach Delay				7.3					
Approach LOS				A					

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 7.3		Intersection LOS: A	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Pine St. & Memorial Dr NB





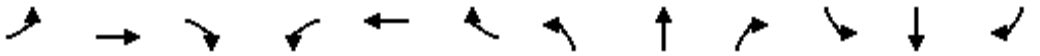
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	6	8	0	0	0	0	0	108	1131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											0.99	0.98
Frt											0.874	0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1593	3185	0	0	0	0	0	2629	1297
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1593	3185	0	0	0	0	0	2629	1275
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				6							566	565
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		371			119			294			429	
Travel Time (s)		10.1			3.2			6.7			9.8	
Confl. Peds. (#/hr)												2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	6	8	0	0	0	0	0	108	1131
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	0	0	0	6	8	0	0	0	0	0	674	565
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				16.0	16.0						16.0	16.0
Total Split (s)	0.0	0.0	0.0	18.0	18.0	0.0	0.0	0.0	0.0	0.0	102.0	102.0
Total Split (%)	0.0%	0.0%	0.0%	15.0%	15.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.0%	85.0%
Maximum Green (s)				12.0	12.0						96.0	96.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				2.0	2.0						2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				None	None						C-Max	C-Max
Walk Time (s)				5.0	5.0						5.0	5.0
Flash Dont Walk (s)				10.0	10.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				11.0	11.0						111.6	111.6
Actuated g/C Ratio				0.09	0.09						0.93	0.93
v/c Ratio				0.04	0.03						0.27	0.46
Control Delay				24.5	42.0						0.6	1.4
Queue Delay				0.8	0.2						0.0	0.0
Total Delay				25.3	42.2						0.6	1.5
LOS				C	D						A	A
Approach Delay					35.0						1.0	
Approach LOS					C						A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 1.4		Intersection LOS: A	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Pine St. & MEMORIAL DR SB





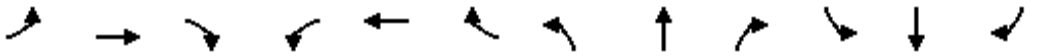
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	460	2378	0	0	0	964	0	924	230	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.81	0.81	1.00	1.00	1.00
Ped Bike Factor						0.98		1.00	0.89			
Frt						0.850		0.996	0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3090	3185	0	0	0	2508	0	5392	1154	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3090	3185	0	0	0	2448	0	5392	1025	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	147					26		4	13			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			337			874			345	
Travel Time (s)		8.2			7.7			19.9			7.8	
Confl. Peds. (#/hr)						22			85			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	460	2378	0	0	0	964	0	924	230	0	0	0
Shared Lane Traffic (%)									12%			
Lane Group Flow (vph)	460	2378	0	0	0	964	0	952	202	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1				1		1	1			
Detector Template												
Leading Detector (ft)	50	50				50		50	50			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	50	50				50		50	50			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Turn Type	Prot					custom			Perm			
Protected Phases	7	4						2				
Permitted Phases						8			2			
Detector Phase	7	4				8		2	2			
Switch Phase												
Minimum Initial (s)	4.0	5.0				4.0		10.0	10.0			
Minimum Split (s)	8.0	10.3				20.0		15.7	15.7			
Total Split (s)	24.0	93.0	0.0	0.0	0.0	69.0	0.0	27.0	27.0	0.0	0.0	0.0
Total Split (%)	20.0%	77.5%	0.0%	0.0%	0.0%	57.5%	0.0%	22.5%	22.5%	0.0%	0.0%	0.0%
Maximum Green (s)	20.0	87.7				65.0		21.3	21.3			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0				4.0		4.0	4.0			
All-Red Time (s)	0.0	1.3				0.0		1.7	1.7			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.3	3.0	3.0	3.0	3.0	3.0	4.7	4.7	3.0	3.0	3.0
Lead/Lag	Lag					Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	0.2				3.0		0.2	0.2			
Recall Mode	None	None				None		C-Max	C-Max			
Walk Time (s)		7.0						7.0	7.0			
Flash Dont Walk (s)		17.0						23.0	23.0			
Pedestrian Calls (#/hr)		0						0	0			
Act Effct Green (s)	29.8	88.7				57.2		22.3	22.3			
Actuated g/C Ratio	0.25	0.74				0.48		0.19	0.19			
v/c Ratio	0.52	1.01				0.82		0.95	1.00			
Control Delay	27.5	31.0				31.9		66.5	111.0			
Queue Delay	0.2	30.3				0.0		0.0	0.0			
Total Delay	27.7	61.2				31.9		66.5	111.0			
LOS	C	E				C		E	F			
Approach Delay		55.8						74.3				
Approach LOS		E						E				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 48 (40%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 55.5		Intersection LOS: E	
Intersection Capacity Utilization 126.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: Walnut St. & 4th Street





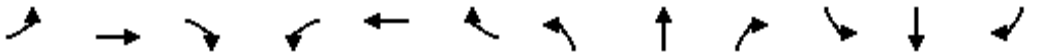
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	187	10	0	0	10	10	645	1873	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor						0.95						
Frt						0.850		0.999				
Flt Protected	0.950	0.957					0.950					
Satd. Flow (prot)	1513	1524	0	0	3185	1425	1593	5761	0	0	0	0
Flt Permitted	0.751	0.745					0.950					
Satd. Flow (perm)	1196	1187	0	0	3185	1358	1593	5761	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						10		2				
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		359			342			345			300	
Travel Time (s)		7.0			7.8			7.8			6.8	
Confl. Peds. (#/hr)						24						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	187	10	0	0	10	10	645	1873	10	0	0	0
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	99	98	0	0	10	10	645	1883	0	0	0	0
Enter Blocked Intersection	No	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					Perm	Perm					
Protected Phases		4			4			2				
Permitted Phases	4					4	2					
Minimum Split (s)	15.0	15.0			15.0	15.0	31.0	31.0				
Total Split (s)	28.0	28.0	0.0	0.0	28.0	28.0	92.0	92.0	0.0	0.0	0.0	0.0
Total Split (%)	23.3%	23.3%	0.0%	0.0%	23.3%	23.3%	76.7%	76.7%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	24.0	24.0			24.0	24.0	86.8	86.8				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	0.0	0.0			0.0	0.0	1.2	1.2				
Lost Time Adjust (s)	-1.0	0.0	-1.0	0.0	0.0	0.0	-1.0	-1.0	0.0	0.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.2	4.2	4.0	4.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							20.0	20.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	25.0	24.0			24.0	24.0	87.8	87.8				
Actuated g/C Ratio	0.21	0.20			0.20	0.20	0.73	0.73				
v/c Ratio	0.40	0.41			0.02	0.04	0.55	0.45				
Control Delay	29.2	30.1			38.7	19.7	9.3	7.4				
Queue Delay	0.0	0.0			0.0	0.0	2.2	0.5				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	29.2	30.1			38.7	19.7	11.5	7.9				
LOS	C	C			D	B	B	A				
Approach Delay		29.6			29.2			8.8				
Approach LOS		C			C			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 115 (96%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 117.4%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 10: Market St. & 4th Street





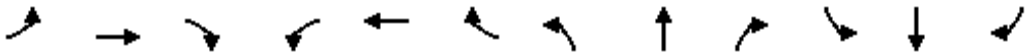
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	425	0	0	0	0	0	638	1608	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.88	1.00	1.00	1.00
Ped Bike Factor									0.82			
Frt									0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1593	4818	0	0	0	0	0	4818	2508	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	4818	0	0	0	0	0	4818	2064	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	125								121			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			357			300			301	
Travel Time (s)		8.3			8.1			6.8			6.8	
Confl. Peds. (#/hr)									103			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	125	425	0	0	0	0	0	638	1608	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	425	0	0	0	0	0	638	1608	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	30.4	30.4						30.2	30.2			
Total Split (s)	29.0	29.0	0.0	0.0	0.0	0.0	0.0	91.0	91.0	0.0	0.0	0.0
Total Split (%)	24.2%	24.2%	0.0%	0.0%	0.0%	0.0%	0.0%	75.8%	75.8%	0.0%	0.0%	0.0%
Maximum Green (s)	23.6	23.6						85.8	85.8			
Yellow Time (s)	4.0	4.0						4.0	4.0			
All-Red Time (s)	1.4	1.4						1.2	1.2			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.4	4.4	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	18.0	18.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	24.6	24.6						86.8	86.8			
Actuated g/C Ratio	0.20	0.20						0.72	0.72			
v/c Ratio	0.29	0.43						0.18	1.05			
Control Delay	13.2	46.1						2.4	55.9			
Queue Delay	0.0	0.0						0.2	24.1			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	13.2	46.1						2.6	80.0			
LOS	B	D						A	E			
Approach Delay		38.6						58.0				
Approach LOS		D						E				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 130			
Control Type: Pretimed			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 54.2		Intersection LOS: D	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 11: Chestnut St. & 4th Street





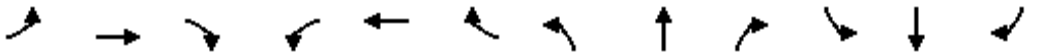
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1023	48	262	737	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.81	0.81	1.00	1.00	1.00	1.00
Ped Bike Factor						0.88						
Frt						0.850						
Flt Protected							0.950	0.996				
Satd. Flow (prot)	0	0	0	0	4577	1425	1290	5410	0	0	0	0
Flt Permitted							0.950	0.996				
Satd. Flow (perm)	0	0	0	0	4577	1253	1290	5410	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						48	18	18				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		363			371			301			292	
Travel Time (s)		9.9			10.1			6.8			6.6	
Confl. Peds. (#/hr)						74						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1023	48	262	737	0	0	0	0
Shared Lane Traffic (%)							26%					
Lane Group Flow (vph)	0	0	0	0	1023	48	194	805	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type						Perm	Perm					
Protected Phases					4			2				
Permitted Phases						4	2					
Detector Phase					4	4	2	2				
Switch Phase												
Minimum Initial (s)					5.0	5.0	10.0	10.0				
Minimum Split (s)					45.3	45.3	75.3	75.3				
Total Split (s)	0.0	0.0	0.0	0.0	45.3	45.3	74.7	74.7	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	37.8%	37.8%	62.3%	62.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					40.0	40.0	69.4	69.4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)					4.0	4.0	4.0	4.0				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2	0.2	0.2	0.2				
Recall Mode					None	None	C-Max	C-Max				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					17.0	17.0	17.0	17.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					31.2	31.2	80.2	80.2				
Actuated g/C Ratio					0.26	0.26	0.67	0.67				
v/c Ratio					0.86	0.13	0.22	0.22				
Control Delay					49.5	9.1	9.7	9.5				
Queue Delay					0.3	0.0	0.6	0.2				
Total Delay					49.8	9.1	10.3	9.7				
LOS					D	A	B	A				
Approach Delay					48.0			9.8				
Approach LOS					D			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 114 (95%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 29.6		Intersection LOS: C	
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Pine St. & 4th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	952	236	0	0	0	0	0	0	1935	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor			0.93									
Frt			0.850									
Flt Protected										0.950	0.977	
Satd. Flow (prot)	0	4577	1425	0	0	0	0	0	0	1290	5307	0
Flt Permitted										0.950	0.977	
Satd. Flow (perm)	0	4577	1321	0	0	0	0	0	0	1290	5307	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			79							31	31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			361			566			334	
Travel Time (s)		8.1			8.2			12.9			7.6	
Confl. Peds. (#/hr)			43									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	952	236	0	0	0	0	0	0	1935	1116	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	952	236	0	0	0	0	0	0	967	2084	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Right	Right	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			Perm							Perm		
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		50.4	50.4							75.4	75.4	
Total Split (s)	0.0	47.6	47.6	0.0	0.0	0.0	0.0	0.0	0.0	72.4	72.4	0.0
Total Split (%)	0.0%	39.7%	39.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.3%	60.3%	0.0%
Maximum Green (s)		42.2	42.2							67.0	67.0	

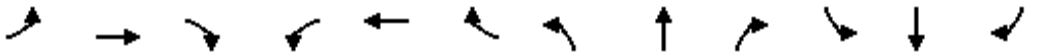
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	4.4	4.4	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		0.2	0.2							0.2	0.2	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		18.0	18.0							18.0	18.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		43.2	43.2							68.0	68.0	
Actuated g/C Ratio		0.36	0.36							0.57	0.57	
v/c Ratio		0.58	0.45							1.30	1.11dl	
Control Delay		32.7	22.2							160.4	8.6	
Queue Delay		1.7	0.0							7.9	0.4	
Total Delay		34.5	22.2							168.3	9.0	
LOS		C	C							F	A	
Approach Delay		32.0									59.5	
Approach LOS		C									E	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 52 (43%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 51.8		Intersection LOS: D	
Intersection Capacity Utilization 96.3%		ICU Level of Service F	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 13: Walnut St. & Broadway Ave.



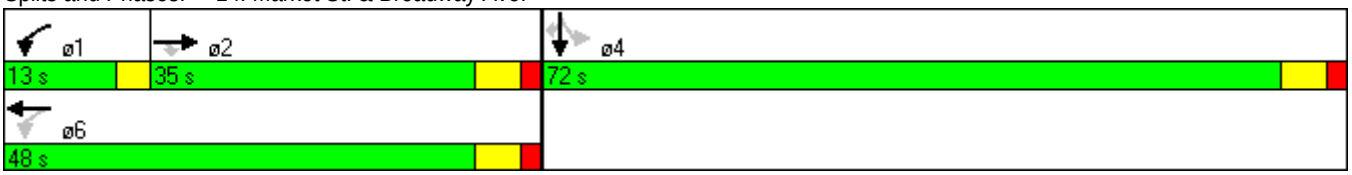


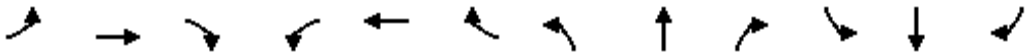
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	171	359	261	160	0	0	0	0	33	2471	192
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.96	0.92									0.87
Frt		0.923	0.850									0.850
Flt Protected				0.950	0.978						0.999	
Satd. Flow (prot)	0	2847	1365	1449	2984	0	0	0	0	0	6065	1425
Flt Permitted				0.403	0.613						0.999	
Satd. Flow (perm)	0	2847	1259	615	1870	0	0	0	0	0	6065	1241
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34	34									192
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			359			334			295	
Travel Time (s)		6.6			7.0			7.6			6.7	
Confl. Peds. (#/hr)			50									73
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	171	359	261	160	0	0	0	0	33	2471	192
Shared Lane Traffic (%)			50%	49%								
Lane Group Flow (vph)	0	351	179	133	288	0	0	0	0	0	2504	192
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		11.0	11.0	8.0	11.0					11.0	11.0	11.0
Total Split (s)	0.0	35.0	35.0	13.0	48.0	0.0	0.0	0.0	0.0	72.0	72.0	72.0
Total Split (%)	0.0%	29.2%	29.2%	10.8%	40.0%	0.0%	0.0%	0.0%	0.0%	60.0%	60.0%	60.0%
Maximum Green (s)		29.0	29.0	10.0	42.0					66.0	66.0	66.0
Yellow Time (s)		4.0	4.0	3.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	2.0	5.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		30.0	30.0	46.0	43.0						67.0	67.0
Actuated g/C Ratio		0.25	0.25	0.38	0.36						0.56	0.56

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.48	0.53	0.43	0.39						0.74	0.25
Control Delay		36.9	37.7	22.5	21.1						11.3	1.4
Queue Delay		0.0	0.0	0.0	0.0						0.2	0.5
Total Delay		36.9	37.7	22.5	21.1						11.5	1.9
LOS		D	D	C	C						B	A
Approach Delay		37.2			21.6						10.8	
Approach LOS		D			C						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 49 (41%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 15.9		Intersection LOS: B	
Intersection Capacity Utilization 117.4%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 14: Market St. & Broadway Ave.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	170	585	0	0	0	0	0	0	329	2110	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor		0.90										
Frt		0.884										
Flt Protected											0.993	
Satd. Flow (prot)	0	4855	0	0	0	0	0	0	0	0	7097	0
Flt Permitted											0.993	
Satd. Flow (perm)	0	4855	0	0	0	0	0	0	0	0	7097	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		11									64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			365			295			289	
Travel Time (s)		7.6			8.3			6.7			6.6	
Confl. Peds. (#/hr)			66									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	170	585	0	0	0	0	0	0	329	2110	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	755	0	0	0	0	0	0	0	0	2439	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	
Detector Template												
Leading Detector (ft)		50								50	50	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		50								50	50	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Detector Phase		4								2	2	
Switch Phase												
Minimum Initial (s)		5.0								5.0	5.0	
Minimum Split (s)		10.0								10.0	10.0	
Total Split (s)	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		35.0								75.0	75.0	

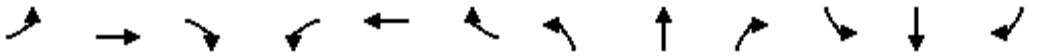
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0								5.0	5.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								10.0	10.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		29.3									82.7	
Actuated g/C Ratio		0.24									0.69	
v/c Ratio		1.69dr									0.50	
Control Delay		42.0									6.3	
Queue Delay		0.0									0.3	
Total Delay		42.0									6.5	
LOS		D									A	
Approach Delay		42.0									6.5	
Approach LOS		D									A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 110 (92%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

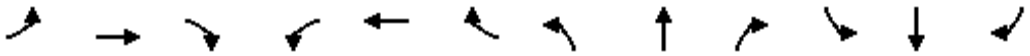
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 15: Chestnut St. & Broadway Ave.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	1245	171	0	0	0	0	0	893	41
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81
Ped Bike Factor											1.00	0.87
Frt											0.999	0.850
Flt Protected				0.950	0.962							
Satd. Flow (prot)	0	0	0	1370	4380	0	0	0	0	0	5709	1154
Flt Permitted				0.950	0.962							
Satd. Flow (perm)	0	0	0	1370	4380	0	0	0	0	0	5709	1001
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				7	7						1	37
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		329			363			289			298	
Travel Time (s)		9.0			9.9			6.6			6.8	
Confl. Peds. (#/hr)												58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	1245	171	0	0	0	0	0	893	41
Shared Lane Traffic (%)				50%								10%
Lane Group Flow (vph)	0	0	0	622	794	0	0	0	0	0	897	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				15.0	15.0						15.0	15.0
Total Split (s)	0.0	0.0	0.0	87.0	87.0	0.0	0.0	0.0	0.0	0.0	33.0	33.0
Total Split (%)	0.0%	0.0%	0.0%	72.5%	72.5%	0.0%	0.0%	0.0%	0.0%	0.0%	27.5%	27.5%
Maximum Green (s)				82.0	82.0						28.0	28.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				Max	Max						C-Max	C-Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				14.0	14.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				83.0	83.0						29.0	29.0
Actuated g/C Ratio				0.69	0.69						0.24	0.24
v/c Ratio				0.65	0.26						0.65	0.14
Control Delay				13.9	2.5						44.4	15.5
Queue Delay				2.1	0.2						1.0	0.0
Total Delay				16.0	2.6						45.4	15.5
LOS				B	A						D	B
Approach Delay					8.5						44.2	
Approach LOS					A						D	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Pine St. & Broadway Ave.



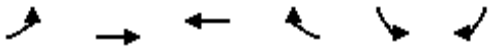


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	7	2035	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1676	3090	1425
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1676	3090	1425
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			246	951	
Travel Time (s)	3.1			5.6	21.6	
Confl. Peds. (#/hr)						5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	7	2035	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	7	2035	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Free	

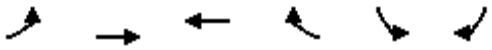
Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	602	10	2032	0	0
Ideal Flow (vphpl)	2000	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2508	0	3185	0	0
Flt Permitted						
Satd. Flow (perm)	0	2508	0	3185	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	337			138	439	
Travel Time (s)	7.7			3.1	10.0	
Confl. Peds. (#/hr)		6				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	602	10	2032	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	602	0	2042	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 93.4%		ICU Level of Service F	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	912	0	0	12	1250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88
Ped Bike Factor						0.97
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3185	0	0	1593	2508
Flt Permitted					0.950	
Satd. Flow (perm)	0	3185	0	0	1593	2428
Right Turn on Red				Yes	Yes	Yes
Satd. Flow (RTOR)					55	1250
Link Speed (mph)		25	25		30	
Link Distance (ft)		371	119		429	
Travel Time (s)		10.1	3.2		9.8	
Confl. Peds. (#/hr)						3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	912	0	0	12	1250
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	912	0	0	12	1250
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15			9	15	9
Number of Detectors		1			1	1
Detector Template						
Leading Detector (ft)		50			50	50
Trailing Detector (ft)		0			0	0
Detector 1 Position(ft)		0			0	0
Detector 1 Size(ft)		50			50	50
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	0.0
Detector 1 Queue (s)		0.0			0.0	0.0
Detector 1 Delay (s)		0.0			0.0	0.0
Turn Type						custom
Protected Phases		4				
Permitted Phases					2	2
Detector Phase		4			2	2
Switch Phase						
Minimum Initial (s)		10.0			10.0	10.0
Minimum Split (s)		16.0			16.0	16.0
Total Split (s)	0.0	54.0	0.0	0.0	66.0	66.0
Total Split (%)	0.0%	45.0%	0.0%	0.0%	55.0%	55.0%
Maximum Green (s)		48.0			60.0	60.0

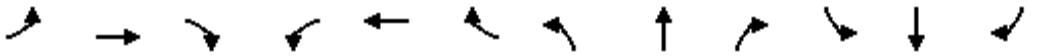


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Yellow Time (s)		4.0			4.0	4.0
All-Red Time (s)		2.0			2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	3.0	3.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		4.5			4.5	4.5
Recall Mode		None			C-Max	C-Max
Walk Time (s)		5.0			5.0	5.0
Flash Dont Walk (s)		10.0			10.0	10.0
Pedestrian Calls (#/hr)		0			0	0
Act Effct Green (s)		44.3			65.7	65.7
Actuated g/C Ratio		0.37			0.55	0.55
v/c Ratio		0.78			0.01	0.66
Control Delay		26.5			0.0	2.8
Queue Delay		1.2			0.0	2.4
Total Delay		27.7			0.0	5.2
LOS		C			A	A
Approach Delay		27.7			5.2	
Approach LOS		C			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 78 (65%), Referenced to phase 2:SBL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 14.6		Intersection LOS: B	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Pine St. & MEMORIAL DR SB





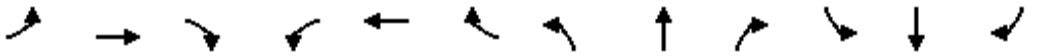
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	198	528	0	0	0	2038	0	636	90	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.81	0.81	1.00	1.00	1.00
Ped Bike Factor						0.98		1.00	0.92			
Frt						0.850		0.998	0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3090	3185	0	0	0	2508	0	5415	1154	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3090	3185	0	0	0	2452	0	5415	1064	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	42					2		2	81			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			337			874			345	
Travel Time (s)		8.2			7.7			19.9			7.8	
Confl. Peds. (#/hr)						26			56			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	198	528	0	0	0	2038	0	636	90	0	0	0
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	198	528	0	0	0	2038	0	645	81	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1				1		1	1			
Detector Template												
Leading Detector (ft)	50	50				50		50	50			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	50	50				50		50	50			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Turn Type	Prot					custom			Perm			
Protected Phases	7	4				8		2				
Permitted Phases						8			2			
Detector Phase	7	4				8		2	2			
Switch Phase												
Minimum Initial (s)	4.0	5.0				4.0		10.0	10.0			
Minimum Split (s)	8.0	10.3				20.0		15.7	15.7			
Total Split (s)	9.0	100.0	0.0	0.0	0.0	91.0	0.0	20.0	20.0	0.0	0.0	0.0
Total Split (%)	7.5%	83.3%	0.0%	0.0%	0.0%	75.8%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%
Maximum Green (s)	5.0	94.7				87.0		14.3	14.3			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0				4.0		4.0	4.0			
All-Red Time (s)	0.0	1.3				0.0		1.7	1.7			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.3	3.0	3.0	3.0	3.0	3.0	4.7	4.7	3.0	3.0	3.0
Lead/Lag	Lead					Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	0.2				3.0		0.2	0.2			
Recall Mode	None	None				None		C-Max	C-Max			
Walk Time (s)		7.0						7.0	7.0			
Flash Dont Walk (s)		17.0						23.0	23.0			
Pedestrian Calls (#/hr)		0						0	0			
Act Effct Green (s)	6.0	95.7				88.0		15.3	15.3			
Actuated g/C Ratio	0.05	0.80				0.73		0.13	0.13			
v/c Ratio	1.02	0.21				1.11		0.93	0.39			
Control Delay	115.6	4.2				75.4		73.0	16.1			
Queue Delay	0.0	0.3				0.8		0.0	0.0			
Total Delay	115.6	4.5				76.2		73.0	16.1			
LOS	F	A				E		E	B			
Approach Delay		34.8						66.6				
Approach LOS		C						E				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 72 (60%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 65.6		Intersection LOS: E	
Intersection Capacity Utilization 150.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: Walnut St. & 4th Street





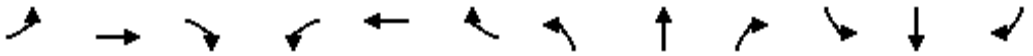
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	10	0	0	10	10	762	2140	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor						0.96		1.00				
Frt						0.850		0.999				
Flt Protected	0.950	0.961					0.950					
Satd. Flow (prot)	1513	1531	0	0	3185	1425	1593	5758	0	0	0	0
Flt Permitted	0.751	0.777					0.950					
Satd. Flow (perm)	1196	1237	0	0	3185	1373	1593	5758	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						10		2				
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		359			328			345			300	
Travel Time (s)		7.0			7.5			7.8			6.8	
Confl. Peds. (#/hr)						11			51			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	99	10	0	0	10	10	762	2140	10	0	0	0
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	54	55	0	0	10	10	762	2150	0	0	0	0
Enter Blocked Intersection	No	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					Perm	Perm					
Protected Phases		4			4			2				
Permitted Phases	4					4	2					
Minimum Split (s)	15.0	15.0			15.0	15.0	31.0	31.0				
Total Split (s)	20.0	20.0	0.0	0.0	20.0	20.0	100.0	100.0	0.0	0.0	0.0	0.0
Total Split (%)	16.7%	16.7%	0.0%	0.0%	16.7%	16.7%	83.3%	83.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	16.0	16.0			16.0	16.0	94.8	94.8				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	0.0	0.0			0.0	0.0	1.2	1.2				
Lost Time Adjust (s)	-1.0	0.0	-1.0	0.0	0.0	0.0	-1.0	-1.0	0.0	0.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.2	4.2	4.0	4.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							20.0	20.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	17.0	16.0			16.0	16.0	95.8	95.8				
Actuated g/C Ratio	0.14	0.13			0.13	0.13	0.80	0.80				
v/c Ratio	0.32	0.33			0.02	0.05	0.60	0.47				
Control Delay	38.7	39.8			45.5	23.4	3.0	2.3				
Queue Delay	0.0	0.0			0.0	0.0	9.4	1.1				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	38.7	39.8			45.5	23.4	12.4	3.4				
LOS	D	D			D	C	B	A				
Approach Delay		39.3			34.5			5.8				
Approach LOS		D			C			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 123.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 10: Market St. & 4th Street





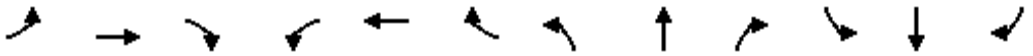
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	60	0	0	0	10	0	2050	10	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor						0.96			0.84			
Frt						0.865			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3090	3353	0	0	0	1450	0	6071	1425	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3090	3353	0	0	0	1387	0	6071	1191	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	39					16			10			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			314			300			301	
Travel Time (s)		8.3			7.1			6.8			6.8	
Confl. Peds. (#/hr)						26			54			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	86	60	0	0	0	10	0	2050	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	60	0	0	0	10	0	2050	10	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					custom			Perm			
Protected Phases		4						2				
Permitted Phases	4					8			2			
Minimum Split (s)	30.4	30.4				20.0		30.2	30.2			
Total Split (s)	32.0	32.0	0.0	0.0	0.0	32.0	0.0	88.0	88.0	0.0	0.0	0.0
Total Split (%)	26.7%	26.7%	0.0%	0.0%	0.0%	26.7%	0.0%	73.3%	73.3%	0.0%	0.0%	0.0%
Maximum Green (s)	26.6	26.6				28.0		82.8	82.8			
Yellow Time (s)	4.0	4.0				4.0		4.0	4.0			
All-Red Time (s)	1.4	1.4				0.0		1.2	1.2			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.4	4.4	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	18.0	18.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	27.6	27.6				29.0		83.8	83.8			
Actuated g/C Ratio	0.23	0.23				0.24		0.70	0.70			
v/c Ratio	0.12	0.08				0.03		0.48	0.01			
Control Delay	19.7	34.3				10.8		8.5	3.2			
Queue Delay	0.0	0.0				0.0		0.1	0.0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	19.7	34.3				10.8		8.6	3.2			
LOS	B	C				B		A	A			
Approach Delay		25.7						8.6				
Approach LOS		C						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 108 (90%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 55.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: Chestnut St. & 4th Street





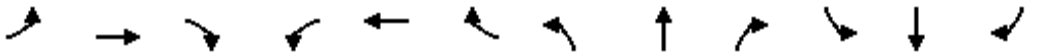
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1150	116	765	667	912	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor					0.99			0.95	0.85			
Frt					0.986			0.951	0.850			
Flt Protected							0.950	0.990				
Satd. Flow (prot)	0	0	0	0	3117	0	1370	3643	1226	0	0	0
Flt Permitted							0.950	0.990				
Satd. Flow (perm)	0	0	0	0	3117	0	1370	3643	1036	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					10		11	185	456			
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		363			371			301			292	
Travel Time (s)		9.9			10.1			6.8			6.6	
Confl. Peds. (#/hr)						49			97			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1150	116	765	667	912	0	0	0
Shared Lane Traffic (%)							37%		50%			
Lane Group Flow (vph)	0	0	0	0	1266	0	482	1406	456	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1	1			
Detector Template												
Leading Detector (ft)					50		50	50	50			
Trailing Detector (ft)					0		0	0	0			
Detector 1 Position(ft)					0		0	0	0			
Detector 1 Size(ft)					50		50	50	50			
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0	0.0			
Detector 1 Queue (s)					0.0		0.0	0.0	0.0			
Detector 1 Delay (s)					0.0		0.0	0.0	0.0			
Turn Type							Perm		Perm			
Protected Phases					4			2				
Permitted Phases							2		2			
Detector Phase					4		2	2	2			
Switch Phase												
Minimum Initial (s)					5.0		10.0	10.0	10.0			
Minimum Split (s)					45.3		75.3	75.3	75.3			
Total Split (s)	0.0	0.0	0.0	0.0	45.3	0.0	74.7	74.7	74.7	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	37.8%	0.0%	62.3%	62.3%	62.3%	0.0%	0.0%	0.0%
Maximum Green (s)					40.0		69.4	69.4	69.4			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)					4.0		4.0	4.0	4.0			
All-Red Time (s)					1.3		1.3	1.3	1.3			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.3	3.0	4.3	4.3	4.3	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2	0.2			
Recall Mode					None		C-Max	C-Max	C-Max			
Walk Time (s)					7.0		7.0	7.0	7.0			
Flash Dont Walk (s)					17.0		17.0	17.0	17.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effct Green (s)					41.0		70.4	70.4	70.4			
Actuated g/C Ratio					0.34		0.59	0.59	0.59			
v/c Ratio					1.18		0.60	0.64	0.57			
Control Delay					124.3		11.4	7.8	3.8			
Queue Delay					46.8		0.2	0.1	0.7			
Total Delay					171.0		11.6	7.9	4.6			
LOS					F		B	A	A			
Approach Delay					171.0			8.0				
Approach LOS					F			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 109 (91%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 65.2		Intersection LOS: E	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: Pine St. & 4th Street





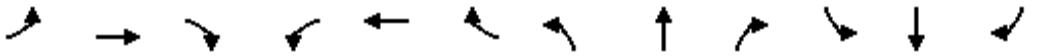
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	176	147	0	0	0	0	0	0	563	1099	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor			0.89									
Frt			0.850									
Flt Protected										0.950	0.991	
Satd. Flow (prot)	0	4577	1425	0	0	0	0	0	0	1290	5383	0
Flt Permitted										0.950	0.991	
Satd. Flow (perm)	0	4577	1263	0	0	0	0	0	0	1290	5383	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			83							321	77	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			361			566			334	
Travel Time (s)		8.1			8.2			12.9			7.6	
Confl. Peds. (#/hr)			72									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	176	147	0	0	0	0	0	0	563	1099	0
Shared Lane Traffic (%)										43%		
Lane Group Flow (vph)	0	176	147	0	0	0	0	0	0	321	1341	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			Perm							Perm		
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		50.4	50.4							75.4	75.4	
Total Split (s)	0.0	47.6	47.6	0.0	0.0	0.0	0.0	0.0	0.0	72.4	72.4	0.0
Total Split (%)	0.0%	39.7%	39.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.3%	60.3%	0.0%
Maximum Green (s)		42.2	42.2							67.0	67.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	4.4	4.4	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		0.2	0.2							0.2	0.2	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		18.0	18.0							18.0	18.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		43.2	43.2							68.0	68.0	
Actuated g/C Ratio		0.36	0.36							0.57	0.57	
v/c Ratio		0.11	0.29							0.37	0.43	
Control Delay		25.8	14.0							2.0	10.3	
Queue Delay		0.0	0.0							0.5	0.3	
Total Delay		25.8	14.0							2.5	10.6	
LOS		C	B							A	B	
Approach Delay		20.4									9.0	
Approach LOS		C									A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 9 (8%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 123.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 13: Walnut St. & Broadway Ave.



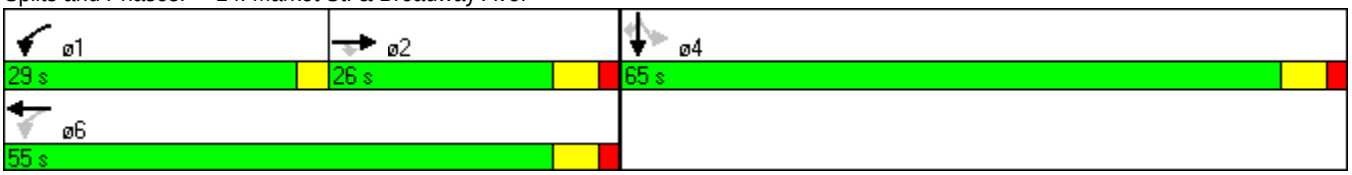


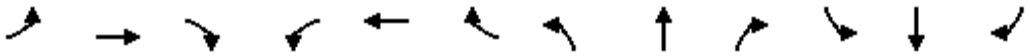
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	86	187	435	142	0	0	0	0	4	1003	477
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.97	0.94									0.89
Frt		0.922	0.850									0.850
Flt Protected				0.950	0.971							
Satd. Flow (prot)	0	2876	1365	1449	2963	0	0	0	0	0	6071	1425
Flt Permitted				0.558	0.673							
Satd. Flow (perm)	0	2876	1290	851	2053	0	0	0	0	0	6071	1269
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		94	93									477
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			359			334			295	
Travel Time (s)		6.6			7.0			7.6			6.7	
Confl. Peds. (#/hr)			33									61
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	86	187	435	142	0	0	0	0	4	1003	477
Shared Lane Traffic (%)			50%	50%								
Lane Group Flow (vph)	0	180	93	217	360	0	0	0	0	0	1007	477
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		11.0	11.0	8.0	11.0					11.0	11.0	11.0
Total Split (s)	0.0	26.0	26.0	29.0	55.0	0.0	0.0	0.0	0.0	65.0	65.0	65.0
Total Split (%)	0.0%	21.7%	21.7%	24.2%	45.8%	0.0%	0.0%	0.0%	0.0%	54.2%	54.2%	54.2%
Maximum Green (s)		20.0	20.0	26.0	49.0					59.0	59.0	59.0
Yellow Time (s)		4.0	4.0	3.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	2.0	5.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		21.0	21.0	53.0	50.0						60.0	60.0
Actuated g/C Ratio		0.18	0.18	0.44	0.42						0.50	0.50

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31	0.31	0.43	0.35						0.33	0.55
Control Delay		22.2	11.5	18.0	18.6						14.0	4.4
Queue Delay		0.0	0.0	0.5	0.0						0.3	0.3
Total Delay		22.2	11.5	18.5	18.6						14.3	4.7
LOS		C	B	B	B						B	A
Approach Delay		18.6			18.6						11.3	
Approach LOS		B			B						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 48 (40%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 123.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 14: Market St. & Broadway Ave.





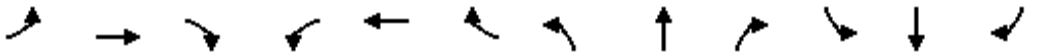
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	36	86	0	0	0	0	0	0	90	1364	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor		0.97										
Frt		0.894										
Flt Protected											0.997	
Satd. Flow (prot)	0	5285	0	0	0	0	0	0	0	0	7126	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	5285	0	0	0	0	0	0	0	0	7126	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		86									41	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			365			295			289	
Travel Time (s)		7.6			8.3			6.7			6.6	
Confl. Peds. (#/hr)			15									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	36	86	0	0	0	0	0	0	90	1364	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	0	0	0	0	0	0	0	1454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	
Detector Template												
Leading Detector (ft)		50								50	50	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		50								50	50	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Detector Phase		4								2	2	
Switch Phase												
Minimum Initial (s)		5.0								5.0	5.0	
Minimum Split (s)		10.0								10.0	10.0	
Total Split (s)	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.0	95.0	0.0
Total Split (%)	0.0%	20.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	79.2%	79.2%	0.0%
Maximum Green (s)		20.0								90.0	90.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0								5.0	5.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								10.0	10.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		9.4									102.6	
Actuated g/C Ratio		0.08									0.86	
v/c Ratio		0.25									0.24	
Control Delay		19.7									0.9	
Queue Delay		0.0									0.1	
Total Delay		19.7									1.1	
LOS		B									A	
Approach Delay		19.7									1.1	
Approach LOS		B									A	

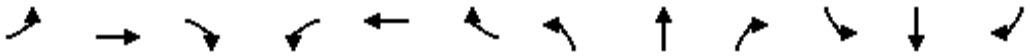
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 100 (83%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 2.5		Intersection LOS: A	
Intersection Capacity Utilization 55.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: Chestnut St. & Broadway Ave.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	765	792	0	0	0	0	0	401	135
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81
Ped Bike Factor											0.99	0.90
Frt											0.986	0.850
Flt Protected				0.950	0.984							
Satd. Flow (prot)	0	0	0	1370	4480	0	0	0	0	0	5584	1154
Flt Permitted				0.950	0.984							
Satd. Flow (perm)	0	0	0	1370	4480	0	0	0	0	0	5584	1035
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				161	161						18	94
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		329			363			289			298	
Travel Time (s)		9.0			9.9			6.6			6.8	
Confl. Peds. (#/hr)												44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	765	792	0	0	0	0	0	401	135
Shared Lane Traffic (%)				50%								30%
Lane Group Flow (vph)	0	0	0	382	1175	0	0	0	0	0	442	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				15.0	15.0						15.0	15.0
Total Split (s)	0.0	0.0	0.0	83.0	83.0	0.0	0.0	0.0	0.0	0.0	37.0	37.0
Total Split (%)	0.0%	0.0%	0.0%	69.2%	69.2%	0.0%	0.0%	0.0%	0.0%	0.0%	30.8%	30.8%
Maximum Green (s)				78.0	78.0						32.0	32.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				Max	Max						C-Max	C-Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				14.0	14.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				79.0	79.0						33.0	33.0
Actuated g/C Ratio				0.66	0.66						0.28	0.28
v/c Ratio				0.40	0.39						0.29	0.27
Control Delay				2.7	4.4						15.7	2.9
Queue Delay				1.3	0.6						0.0	0.0
Total Delay				3.9	5.0						15.7	2.9
LOS				A	A						B	A
Approach Delay					4.8						13.5	
Approach LOS					A						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 20 (17%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 16: Pine St. & Broadway Ave.





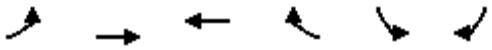
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	13	951	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1676	3090	1425
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1676	3090	1425
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			246	935	
Travel Time (s)	3.1			5.6	21.3	
Confl. Peds. (#/hr)						7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	13	951	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	13	951	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Free	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

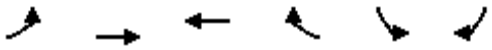


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	2625	15	964	0	0
Ideal Flow (vphpl)	2000	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected				0.999		
Satd. Flow (prot)	0	2508	0	3182	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	0	2508	0	3182	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	337			138	439	
Travel Time (s)	7.7			3.1	10.0	
Confl. Peds. (#/hr)		8				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2625	15	964	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2625	0	979	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 139.6%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1552	0	0	118	1131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88
Ped Bike Factor						0.97
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3185	0	0	1593	2508
Flt Permitted					0.950	
Satd. Flow (perm)	0	3185	0	0	1593	2438
Right Turn on Red				Yes	Yes	Yes
Satd. Flow (RTOR)					33	1131
Link Speed (mph)		25	25		30	
Link Distance (ft)		371	119		429	
Travel Time (s)		10.1	3.2		9.8	
Confl. Peds. (#/hr)						2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1552	0	0	118	1131
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1552	0	0	118	1131
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15			9	15	9
Number of Detectors		1			1	1
Detector Template						
Leading Detector (ft)		50			50	50
Trailing Detector (ft)		0			0	0
Detector 1 Position(ft)		0			0	0
Detector 1 Size(ft)		50			50	50
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	0.0
Detector 1 Queue (s)		0.0			0.0	0.0
Detector 1 Delay (s)		0.0			0.0	0.0
Turn Type						custom
Protected Phases		4				
Permitted Phases					2	2
Detector Phase		4			2	2
Switch Phase						
Minimum Initial (s)		10.0			10.0	10.0
Minimum Split (s)		16.0			16.0	16.0
Total Split (s)	0.0	77.0	0.0	0.0	43.0	43.0
Total Split (%)	0.0%	64.2%	0.0%	0.0%	35.8%	35.8%
Maximum Green (s)		71.0			37.0	37.0

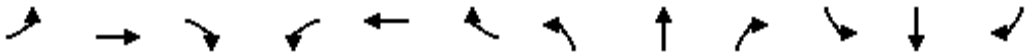


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Yellow Time (s)		4.0			4.0	4.0
All-Red Time (s)		2.0			2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	3.0	3.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		4.5			4.5	4.5
Recall Mode		None			C-Max	C-Max
Walk Time (s)		5.0			5.0	5.0
Flash Dont Walk (s)		10.0			10.0	10.0
Pedestrian Calls (#/hr)		0			0	0
Act Effct Green (s)		70.5			39.5	39.5
Actuated g/C Ratio		0.59			0.33	0.33
v/c Ratio		0.83			0.22	0.72
Control Delay		14.1			22.6	4.9
Queue Delay		6.6			0.0	5.6
Total Delay		20.6			22.6	10.5
LOS		C			C	B
Approach Delay		20.6			11.6	
Approach LOS		C			B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 74 (62%), Referenced to phase 2:SBL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Pine St. & MEMORIAL DR SB



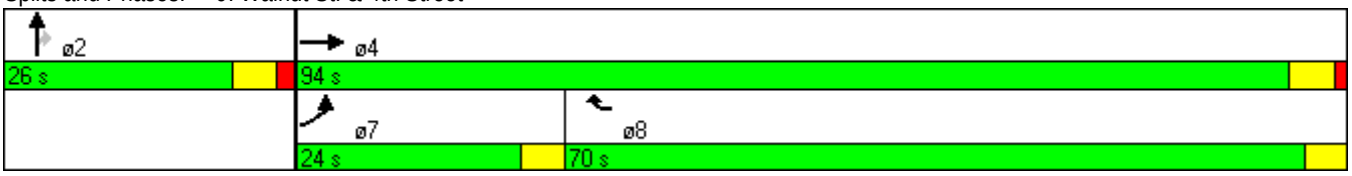


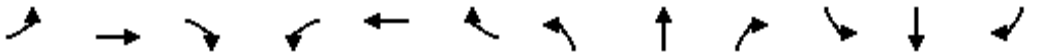
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	460	2378	0	0	0	955	0	924	230	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.81	0.81	1.00	1.00	1.00
Ped Bike Factor						0.98		1.00	0.89			
Frt						0.850		0.996	0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3090	3185	0	0	0	2508	0	5392	1154	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3090	3185	0	0	0	2449	0	5392	1025	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	147					27		4	14			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			337			874			345	
Travel Time (s)		8.2			7.7			19.9			7.8	
Confl. Peds. (#/hr)						22			85			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	460	2378	0	0	0	955	0	924	230	0	0	0
Shared Lane Traffic (%)									12%			
Lane Group Flow (vph)	460	2378	0	0	0	955	0	952	202	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1				1		1	1			
Detector Template												
Leading Detector (ft)	50	50				50		50	50			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	50	50				50		50	50			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Turn Type	Prot					custom			Perm			
Protected Phases	7	4				8		2				
Permitted Phases						8			2			
Detector Phase	7	4				8		2	2			
Switch Phase												
Minimum Initial (s)	4.0	5.0				4.0		10.0	10.0			
Minimum Split (s)	8.0	10.3				20.0		15.7	15.7			
Total Split (s)	24.0	94.0	0.0	0.0	0.0	70.0	0.0	26.0	26.0	0.0	0.0	0.0
Total Split (%)	20.0%	78.3%	0.0%	0.0%	0.0%	58.3%	0.0%	21.7%	21.7%	0.0%	0.0%	0.0%
Maximum Green (s)	20.0	88.7				66.0		20.3	20.3			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0				4.0		4.0	4.0			
All-Red Time (s)	0.0	1.3				0.0		1.7	1.7			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.3	3.0	3.0	3.0	3.0	3.0	4.7	4.7	3.0	3.0	3.0
Lead/Lag	Lead					Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	0.2				3.0		0.2	0.2			
Recall Mode	None	None				None		C-Max	C-Max			
Walk Time (s)		7.0						7.0	7.0			
Flash Dont Walk (s)		17.0						23.0	23.0			
Pedestrian Calls (#/hr)		0						0	0			
Act Effct Green (s)	18.1	89.7				69.9		21.3	21.3			
Actuated g/C Ratio	0.15	0.75				0.58		0.18	0.18			
v/c Ratio	0.78	1.00				0.65		0.99	1.05			
Control Delay	36.9	27.0				19.4		76.3	122.5			
Queue Delay	0.1	24.1				0.0		0.0	0.0			
Total Delay	37.0	51.1				19.4		76.3	122.5			
LOS	D	D				B		E	F			
Approach Delay		48.8						84.4				
Approach LOS		D						F				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 24 (20%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 51.4		Intersection LOS: D	
Intersection Capacity Utilization 126.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: Walnut St. & 4th Street





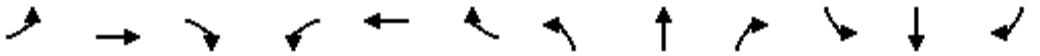
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	187	10	0	0	10	10	387	1920	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor						0.96		1.00				
Frt						0.850		0.999				
Flt Protected	0.950	0.957					0.950					
Satd. Flow (prot)	1513	1524	0	0	3185	1425	1593	5756	0	0	0	0
Flt Permitted	0.751	0.755					0.950					
Satd. Flow (perm)	1196	1202	0	0	3185	1369	1593	5756	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						10		2				
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		359			328			345			300	
Travel Time (s)		7.0			7.5			7.8			6.8	
Confl. Peds. (#/hr)						24			79			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	187	10	0	0	10	10	387	1920	10	0	0	0
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	99	98	0	0	10	10	387	1930	0	0	0	0
Enter Blocked Intersection	No	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					Perm	Perm					
Protected Phases		4			4			2				
Permitted Phases	4					4	2					
Minimum Split (s)	15.0	15.0			15.0	15.0	31.0	31.0				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	35.0	85.0	85.0	0.0	0.0	0.0	0.0
Total Split (%)	29.2%	29.2%	0.0%	0.0%	29.2%	29.2%	70.8%	70.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	31.0	31.0			31.0	31.0	79.8	79.8				
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	0.0	0.0			0.0	0.0	1.2	1.2				
Lost Time Adjust (s)	-1.0	0.0	-1.0	0.0	0.0	0.0	-1.0	-1.0	0.0	0.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.2	4.2	4.0	4.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							20.0	20.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	32.0	31.0			31.0	31.0	80.8	80.8				
Actuated g/C Ratio	0.27	0.26			0.26	0.26	0.67	0.67				
v/c Ratio	0.31	0.32			0.01	0.03	0.36	0.50				
Control Delay	28.1	28.4			33.3	16.9	8.0	8.0				
Queue Delay	0.0	0.0			0.0	0.0	1.6	0.6				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	28.1	28.4			33.3	16.9	9.5	8.6				
LOS	C	C			C	B	A	A				
Approach Delay		28.3			25.1			8.7				
Approach LOS		C			C			A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 7 (6%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Market St. & 4th Street





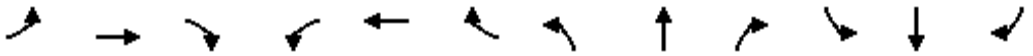
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	425	0	0	0	10	0	2600	10	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
Ped Bike Factor						0.93			0.70			
Frt						0.865			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3090	3353	0	0	0	1450	0	7147	1425	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3090	3353	0	0	0	1353	0	7147	1004	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	9					3			10			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			314			300			301	
Travel Time (s)		8.3			7.1			6.8			6.8	
Confl. Peds. (#/hr)						53			103			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	125	425	0	0	0	10	0	2600	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	425	0	0	0	10	0	2600	10	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					custom			Perm			
Protected Phases		4						2				
Permitted Phases	4					8			2			
Minimum Split (s)	30.4	30.4				20.0		30.2	30.2			
Total Split (s)	37.0	37.0	0.0	0.0	0.0	37.0	0.0	83.0	83.0	0.0	0.0	0.0
Total Split (%)	30.8%	30.8%	0.0%	0.0%	0.0%	30.8%	0.0%	69.2%	69.2%	0.0%	0.0%	0.0%
Maximum Green (s)	31.6	31.6				33.0		77.8	77.8			
Yellow Time (s)	4.0	4.0				4.0		4.0	4.0			
All-Red Time (s)	1.4	1.4				0.0		1.2	1.2			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.4	4.4	3.0	3.0	3.0	3.0	3.0	4.2	4.2	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	18.0	18.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	32.6	32.6				34.0		78.8	78.8			
Actuated g/C Ratio	0.27	0.27				0.28		0.66	0.66			
v/c Ratio	0.15	0.47				0.03		0.55	0.02			
Control Delay	35.7	42.7				26.4		6.5	1.5			
Queue Delay	0.0	0.0				0.0		0.1	0.0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	35.7	42.7				26.4		6.6	1.5			
LOS	D	D				C		A	A			
Approach Delay		41.1						6.5				
Approach LOS		D						A				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 119 (99%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: Chestnut St. & 4th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1074	49	267	742	1852	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor					0.99			0.90	0.82			
Frt					0.993			0.918	0.850			
Flt Protected							0.950	0.999				
Satd. Flow (prot)	0	0	0	0	3146	0	1370	3379	1226	0	0	0
Flt Permitted							0.950	0.999				
Satd. Flow (perm)	0	0	0	0	3146	0	1370	3379	1011	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					4		15	442	926			
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		363			371			301			292	
Travel Time (s)		9.9			10.1			6.8			6.6	
Confl. Peds. (#/hr)						74			111			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1074	49	267	742	1852	0	0	0
Shared Lane Traffic (%)							10%		50%			
Lane Group Flow (vph)	0	0	0	0	1123	0	240	1695	926	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1	1			
Detector Template												
Leading Detector (ft)					50		50	50	50			
Trailing Detector (ft)					0		0	0	0			
Detector 1 Position(ft)					0		0	0	0			
Detector 1 Size(ft)					50		50	50	50			
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0	0.0			
Detector 1 Queue (s)					0.0		0.0	0.0	0.0			
Detector 1 Delay (s)					0.0		0.0	0.0	0.0			
Turn Type							Perm		Perm			
Protected Phases					4			2				
Permitted Phases							2		2			
Detector Phase					4		2	2	2			
Switch Phase												
Minimum Initial (s)					5.0		10.0	10.0	10.0			
Minimum Split (s)					45.3		75.3	75.3	75.3			
Total Split (s)	0.0	0.0	0.0	0.0	45.3	0.0	74.7	74.7	74.7	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	37.8%	0.0%	62.3%	62.3%	62.3%	0.0%	0.0%	0.0%
Maximum Green (s)					40.0		69.4	69.4	69.4			

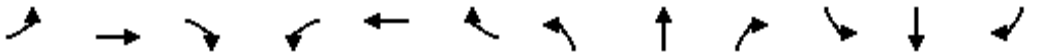
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)					4.0		4.0	4.0	4.0			
All-Red Time (s)					1.3		1.3	1.3	1.3			
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.3	3.0	4.3	4.3	4.3	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2	0.2			
Recall Mode					None		C-Max	C-Max	C-Max			
Walk Time (s)					7.0		7.0	7.0	7.0			
Flash Dont Walk (s)					17.0		17.0	17.0	17.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effct Green (s)					41.0		70.4	70.4	70.4			
Actuated g/C Ratio					0.34		0.59	0.59	0.59			
v/c Ratio					1.04		0.30	1.06dr	0.95			
Control Delay					71.4		10.5	10.9	36.4			
Queue Delay					40.9		0.6	0.2	40.2			
Total Delay					112.3		11.1	11.0	76.6			
LOS					F		B	B	E			
Approach Delay					112.3			32.3				
Approach LOS					F			C				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 108 (90%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 54.8		Intersection LOS: D	
Intersection Capacity Utilization 94.8%		ICU Level of Service F	
Analysis Period (min) 15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 12: Pine St. & 4th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	952	236	0	0	0	0	0	0	1935	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor			0.93									
Frt			0.850									
Flt Protected										0.950	0.977	
Satd. Flow (prot)	0	4577	1425	0	0	0	0	0	0	1290	5307	0
Flt Permitted										0.950	0.977	
Satd. Flow (perm)	0	4577	1321	0	0	0	0	0	0	1290	5307	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			92							21	21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			361			566			334	
Travel Time (s)		8.1			8.2			12.9			7.6	
Confl. Peds. (#/hr)			43									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	952	236	0	0	0	0	0	0	1935	1116	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	952	236	0	0	0	0	0	0	967	2084	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Right	Right	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1							1	1	
Detector Template												
Leading Detector (ft)		50	50							50	50	
Trailing Detector (ft)		0	0							0	0	
Detector 1 Position(ft)		0	0							0	0	
Detector 1 Size(ft)		50	50							50	50	
Detector 1 Type		Cl+Ex	Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0							0.0	0.0	
Detector 1 Queue (s)		0.0	0.0							0.0	0.0	
Detector 1 Delay (s)		0.0	0.0							0.0	0.0	
Turn Type			Perm							Perm		
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		50.4	50.4							75.4	75.4	
Total Split (s)	0.0	43.6	43.6	0.0	0.0	0.0	0.0	0.0	0.0	76.4	76.4	0.0
Total Split (%)	0.0%	36.3%	36.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	63.7%	63.7%	0.0%
Maximum Green (s)		38.2	38.2							71.0	71.0	

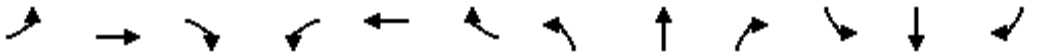
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0	4.0							4.0	4.0	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	4.4	4.4	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		0.2	0.2							0.2	0.2	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		18.0	18.0							18.0	18.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		39.2	39.2							72.0	72.0	
Actuated g/C Ratio		0.33	0.33							0.60	0.60	
v/c Ratio		0.64	0.48							1.24	1.06dl	
Control Delay		36.7	22.8							132.0	7.8	
Queue Delay		1.2	0.0							12.9	0.3	
Total Delay		37.9	22.8							144.9	8.1	
LOS		D	C							F	A	
Approach Delay		34.9									51.4	
Approach LOS		C									D	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 50 (42%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 46.8		Intersection LOS: D	
Intersection Capacity Utilization 96.0%		ICU Level of Service F	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 13: Walnut St. & Broadway Ave.



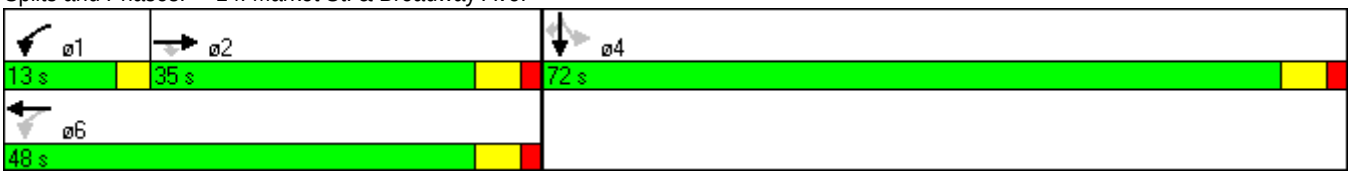


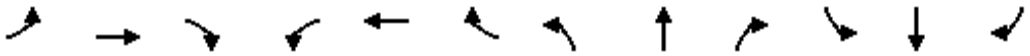
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	171	359	261	160	0	0	0	0	33	2471	192
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.96	0.92									0.87
Frt		0.923	0.850									0.850
Flt Protected				0.950	0.978						0.999	
Satd. Flow (prot)	0	2847	1365	1449	2984	0	0	0	0	0	6065	1425
Flt Permitted				0.403	0.613						0.999	
Satd. Flow (perm)	0	2847	1259	615	1870	0	0	0	0	0	6065	1241
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34	34									192
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			359			334			295	
Travel Time (s)		6.6			7.0			7.6			6.7	
Confl. Peds. (#/hr)			50									73
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	171	359	261	160	0	0	0	0	33	2471	192
Shared Lane Traffic (%)			50%	49%								
Lane Group Flow (vph)	0	351	179	133	288	0	0	0	0	0	2504	192
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		11.0	11.0	8.0	11.0					11.0	11.0	11.0
Total Split (s)	0.0	35.0	35.0	13.0	48.0	0.0	0.0	0.0	0.0	72.0	72.0	72.0
Total Split (%)	0.0%	29.2%	29.2%	10.8%	40.0%	0.0%	0.0%	0.0%	0.0%	60.0%	60.0%	60.0%
Maximum Green (s)		29.0	29.0	10.0	42.0					66.0	66.0	66.0
Yellow Time (s)		4.0	4.0	3.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	2.0	5.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		30.0	30.0	46.0	43.0						67.0	67.0
Actuated g/C Ratio		0.25	0.25	0.38	0.36						0.56	0.56

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.48	0.53	0.43	0.39						0.74	0.25
Control Delay		36.9	37.7	20.1	19.6						10.7	1.2
Queue Delay		0.0	0.1	0.0	0.0						0.2	0.5
Total Delay		37.0	37.7	20.1	19.6						10.9	1.7
LOS		D	D	C	B						B	A
Approach Delay		37.2			19.8						10.3	
Approach LOS		D			B						B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 48 (40%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 15.3		Intersection LOS: B	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Market St. & Broadway Ave.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	170	585	0	0	0	0	0	0	329	2101	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	1.00
Ped Bike Factor		0.90										
Frt		0.884										
Flt Protected											0.993	
Satd. Flow (prot)	0	4855	0	0	0	0	0	0	0	0	7097	0
Flt Permitted											0.993	
Satd. Flow (perm)	0	4855	0	0	0	0	0	0	0	0	7097	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		12									64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			365			295			289	
Travel Time (s)		7.6			8.3			6.7			6.6	
Confl. Peds. (#/hr)			66									
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	170	585	0	0	0	0	0	0	329	2101	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	755	0	0	0	0	0	0	0	0	2430	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	
Detector Template												
Leading Detector (ft)		50								50	50	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		50								50	50	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Detector Phase		4								2	2	
Switch Phase												
Minimum Initial (s)		5.0								5.0	5.0	
Minimum Split (s)		10.0								10.0	10.0	
Total Split (s)	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0
Total Split (%)	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)		35.0								75.0	75.0	

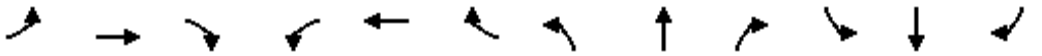
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0								5.0	5.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		14.0								10.0	10.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		29.3									82.7	
Actuated g/C Ratio		0.24									0.69	
v/c Ratio		1.69dr									0.49	
Control Delay		42.0									8.0	
Queue Delay		0.0									0.3	
Total Delay		42.0									8.2	
LOS		D									A	
Approach Delay		42.0									8.2	
Approach LOS		D									A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 113 (94%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 15: Chestnut St. & Broadway Ave.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	1245	171	0	0	0	0	0	893	41
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.81	0.81
Ped Bike Factor											1.00	0.87
Frt											0.999	0.850
Flt Protected				0.950	0.962							
Satd. Flow (prot)	0	0	0	1370	4380	0	0	0	0	0	5709	1154
Flt Permitted				0.950	0.962							
Satd. Flow (perm)	0	0	0	1370	4380	0	0	0	0	0	5709	1001
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				7	7						1	37
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		329			363			289			298	
Travel Time (s)		9.0			9.9			6.6			6.8	
Confl. Peds. (#/hr)												58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	1245	171	0	0	0	0	0	893	41
Shared Lane Traffic (%)				50%								10%
Lane Group Flow (vph)	0	0	0	622	794	0	0	0	0	0	897	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.07	1.14	1.14	1.14	1.14	1.14	1.07	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1						1	1
Detector Template												
Leading Detector (ft)				50	50						50	50
Trailing Detector (ft)				0	0						0	0
Detector 1 Position(ft)				0	0						0	0
Detector 1 Size(ft)				50	50						50	50
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	0.0
Detector 1 Queue (s)				0.0	0.0						0.0	0.0
Detector 1 Delay (s)				0.0	0.0						0.0	0.0
Turn Type				Perm								Perm
Protected Phases					4						2	
Permitted Phases				4								2
Detector Phase				4	4						2	2
Switch Phase												
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				15.0	15.0						15.0	15.0
Total Split (s)	0.0	0.0	0.0	87.0	87.0	0.0	0.0	0.0	0.0	0.0	33.0	33.0
Total Split (%)	0.0%	0.0%	0.0%	72.5%	72.5%	0.0%	0.0%	0.0%	0.0%	0.0%	27.5%	27.5%
Maximum Green (s)				82.0	82.0						28.0	28.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5	4.5						4.5	4.5
Recall Mode				Max	Max						C-Max	C-Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				14.0	14.0						10.0	10.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)				83.0	83.0						29.0	29.0
Actuated g/C Ratio				0.69	0.69						0.24	0.24
v/c Ratio				0.65	0.26						0.65	0.14
Control Delay				6.8	1.8						50.2	19.1
Queue Delay				1.0	0.3						1.0	0.0
Total Delay				7.8	2.1						51.2	19.1
LOS				A	A						D	B
Approach Delay					4.6						49.9	
Approach LOS					A						D	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 7 (6%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 94.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 16: Pine St. & Broadway Ave.



Intersection: 1: Walnut St. & Memorial Dr NB

Movement	WB	NB	NB	NB	NB
Directions Served	R	T	T	T	TR
Maximum Queue (ft)	27	330	541	318	265
Average Queue (ft)	8	256	352	246	212
95th Queue (ft)	28	329	492	326	258
Link Distance (ft)	179	898	898	898	898
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1: Walnut St. & Memorial Dr NB

Movement	EB	EB	WB	NB	NB	NB	NB
Directions Served	L	LT	R	T	T	T	TR
Maximum Queue (ft)	56	97	31	51	152	159	183
Average Queue (ft)	17	47	18	23	98	95	124
95th Queue (ft)	54	105	42	55	155	152	192
Link Distance (ft)	102	102	182	910	910	910	910
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		1					
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 1: Walnut St. & Memorial Dr NB

Movement	EB	WB	NB	NB	NB	NB
Directions Served	L	R	T	T	T	TR
Maximum Queue (ft)	31	27	312	344	310	251
Average Queue (ft)	6	5	243	313	269	200
95th Queue (ft)	27	23	358	373	324	263
Link Distance (ft)	104	180	894	894	894	894
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1: Walnut St. & Memorial Dr NB

Movement	EB	EB	WB	NB	NB	NB	NB
Directions Served	L	LT	R	T	T	T	TR
Maximum Queue (ft)	30	56	30	276	301	237	198
Average Queue (ft)	6	11	12	65	222	174	172
95th Queue (ft)	26	48	36	242	296	252	218
Link Distance (ft)	103	103	181	916	916	916	916
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 1: Walnut St. & Memorial Dr NB

Movement	EB	WB	NB	NB	NB	NB
Directions Served	T	R	T	T	T	TR
Maximum Queue (ft)	31	11	418	425	275	288
Average Queue (ft)	13	1	207	205	205	226
95th Queue (ft)	35	7	347	329	257	274
Link Distance (ft)	103	178	902	902	902	902
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1: Walnut St. & Memorial Dr NB

Movement	EB	WB	NB	NB	NB	NB
Directions Served	L	R	T	T	T	TR
Maximum Queue (ft)	31	11	112	97	147	157
Average Queue (ft)	6	2	54	55	91	99
95th Queue (ft)	26	9	110	114	164	180
Link Distance (ft)	104	177	885	885	885	885
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1: Walnut St. & Memorial Dr NB

Movement	WB	NB	NB	NB
Directions Served	T	L	L	R
Maximum Queue (ft)	30	926	926	926
Average Queue (ft)	9	739	892	844
95th Queue (ft)	30	1349	1002	1109
Link Distance (ft)	204	911	911	911
Upstream Blk Time (%)		20	59	29
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Walnut St. & Memorial Dr NB

Movement	WB	NB
Directions Served	T	L
Maximum Queue (ft)	31	88
Average Queue (ft)	6	30
95th Queue (ft)	26	84
Link Distance (ft)	205	910
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Walnut St. & Memorial Dr NB

Movement	WB	NB	NB	NB
Directions Served	T	L	L	R
Maximum Queue (ft)	30	954	959	843
Average Queue (ft)	13	891	856	557
95th Queue (ft)	32	1052	1132	1063
Link Distance (ft)	205	920	920	920
Upstream Blk Time (%)		31	4	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Walnut St. & Memorial Dr NB

Movement	WB	NB	NB
Directions Served	T	L	L
Maximum Queue (ft)	30	258	171
Average Queue (ft)	12	56	34
95th Queue (ft)	36	223	147
Link Distance (ft)	204	904	904
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Pine St. & MEMORIAL DR SB

Movement	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	T	TR
Maximum Queue (ft)	26	94	97	59	149	223
Average Queue (ft)	3	65	85	14	37	132
95th Queue (ft)	16	104	109	45	110	247
Link Distance (ft)	74	74	74	328	328	328
Upstream Blk Time (%)		6	12			
Queuing Penalty (veh)		14	30			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Pine St. & MEMORIAL DR SB

Movement	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	T	TR
Maximum Queue (ft)	27	72	96	64	199	217
Average Queue (ft)	10	53	59	40	88	117
95th Queue (ft)	32	98	98	67	185	202
Link Distance (ft)	74	74	74	342	342	342
Upstream Blk Time (%)		4	13			
Queuing Penalty (veh)		1	5			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Pine St. & MEMORIAL DR SB

Movement	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	TR
Maximum Queue (ft)	93	97	36	69	179
Average Queue (ft)	83	95	20	35	65
95th Queue (ft)	101	99	41	80	183
Link Distance (ft)	74	74	328	328	328
Upstream Blk Time (%)	13	16			
Queuing Penalty (veh)	34	40			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Pine St. & MEMORIAL DR SB

Movement	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	T	TR
Maximum Queue (ft)	28	90	70	44	70	91
Average Queue (ft)	11	56	36	21	36	71
95th Queue (ft)	33	106	75	45	71	97
Link Distance (ft)	74	74	74	342	342	342
Upstream Blk Time (%)		18	7			
Queuing Penalty (veh)		7	3			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Pine St. & MEMORIAL DR SB

Movement	WB	WB	WB	SB	SB
Directions Served	L	T	T	R	R
Maximum Queue (ft)	27	28	56	276	285
Average Queue (ft)	8	12	25	90	156
95th Queue (ft)	28	31	57	228	263
Link Distance (ft)	74	74	74	328	328
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Pine St. & MEMORIAL DR SB

Movement	WB	WB	SB	SB	B167	B167	B167	B225	B225
Directions Served	L	T	T	TR	T	T	T	T	T
Maximum Queue (ft)	27	28	397	416	93	311	311	314	335
Average Queue (ft)	5	16	321	404	19	261	296	187	232
95th Queue (ft)	24	34	569	418	80	424	345	376	450
Link Distance (ft)	74	74	328	328	240	240	240	323	323
Upstream Blk Time (%)				48		11	39	9	26
Queuing Penalty (veh)				193		46	157	37	105
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Pine St. & MEMORIAL DR SB

Movement	WB	WB	WB	SB	SB
Directions Served	L	T	T	TR	R
Maximum Queue (ft)	27	28	55	72	25
Average Queue (ft)	5	19	17	19	5
95th Queue (ft)	23	37	53	65	21
Link Distance (ft)	74	74	74	328	328
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Pine St. & MEMORIAL DR SB

Movement	WB	WB	WB	SB	SB
Directions Served	L	T	T	TR	R
Maximum Queue (ft)	27	28	30	58	52
Average Queue (ft)	5	8	9	31	10
95th Queue (ft)	23	27	30	64	45
Link Distance (ft)	74	74	74	328	328
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Pine St. & MEMORIAL DR SB

Movement	EB	EB	SB	SB
Directions Served	T	T	R	R
Maximum Queue (ft)	248	267	66	71
Average Queue (ft)	185	181	40	57
95th Queue (ft)	243	256	69	69
Link Distance (ft)	254	254	357	357
Upstream Blk Time (%)	0	1		
Queuing Penalty (veh)	1	3		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Pine St. & MEMORIAL DR SB

Movement	EB	EB	SB	SB	SB
Directions Served	T	T	L	R	R
Maximum Queue (ft)	280	280	36	48	79
Average Queue (ft)	272	270	9	41	53
95th Queue (ft)	286	286	33	58	80
Link Distance (ft)	254	254	357	357	357
Upstream Blk Time (%)	10	11			
Queuing Penalty (veh)	97	104			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Appendix D
Response to Agency Comments

Agency Comments and NPS Responses on the Memorial Drive Traffic Study 2009

The National Park Service appreciates the comments and thorough vetting of the draft Memorial Drive Traffic Study on the part of all of the various partner agencies, including the City of St. Louis. Where noted, the study will be revised to incorporate the input from various partner agencies, and reflected in the final report.

This study was initiated in response to public comments in the *Draft Jefferson National Expansion Memorial General Management Plan and Environmental Impact Statement* (January 2009) regarding impacts to downtown streets that might result from actions in the proposed management alternatives. In order to better understand the impacts of including a change to Memorial Drive in the preferred alternative, the National Park Service initiated this traffic study partnership with the various relevant transportation agencies.

The National Park Service, as an agency of the Federal Government, has a mandate to assess potential impacts to key resources at the Jefferson National Expansion Memorial that could result from implementing the preferred alternative in the Final General Management Plan and Environmental Impact Study. Transportation and Access is one of the key resources identified within the GMP/EIS process. The preferred alternative includes the *option* of closing one or three blocks of Memorial Drive as part of a menu of options that could meet the stated goal of improving connectivity between the Gateway Arch and Old Courthouse specifically, and between the Memorial grounds the City of St. Louis in a broader sense.

Comments from MoDOT (Sept 24, 2009) and NPS Responses (October 2009)

1. **Comment:** This traffic impact study should present an analysis of the traffic conditions without and with the anticipated project for a short-term planning horizon. The short-term would be defined as the year the project is expected, in this case 2011. A long-term horizon analysis, which is defined as 20 years after build out, should be completed as well. The modeling scenarios should include:
    a. Existing conditions (2009)
    b. Short-term
        i. No-build (2011)
        ii. Build (2011) – do not include Ball Park Village
    c. Long-term (20 years) – include any redevelopment projections
        i. No build 2031
        ii. Build 2031

    Response: The modeling scenarios used in the study were discussed and finalized on 8/13/2009, at a meeting attended by representatives of MoDOT, City of St. Louis, East-West Gateway Inc. and Federal Highways. The group agreed to the short planning horizon and the inclusion of Ballpark Village in the underlying assumptions for 2011. Notes from meeting minutes follow:
    a. Discussion regarding the horizon year for the traffic study, with 2031 suggested as a potential year. After discussion, consensus that this study did not need to project out that far, due to unknown land use changes.
    b. Discussion ensued around other potential impacts to the traffic study, including the proposed Ballpark Village, which should be assumed for trip generation purposes in this study.

2. **Comment:** The delay (sec) should be included in the tables along with the LOS. This information is important to determine whether the movement is a high or low 'B', 'C', etc without having to dig through the appendix or the Synchro models.

    Response: The delay (sec) is currently shown on the Appendix. The delay will be included in the tables along with the LOS in the final report.

3. **Comment:** Comparing Tables 4 and 6, the intersections of 4th and Walnut also 4th and Market shows an improvement in LOS for 2011 no-build scenario with more volume in the AM, what is the contributing factor to this improvement in LOS?

   Response: The improvement in LOS at the two intersections is due to a slightly changed ratio of volumes in the two approaches. After double-checking, we found the results are presented correctly in the tables. The LOS for the EB approach at 4th and Walnut St, EB moved from D (36.1 sec delay) to C (32.7 sec delay), and the LOS for the WB approach at 4th and Market St. improved from LOS C (21.5 sec delay) to B (19.9 sec delay). Overall, the LOS remains the same at the two intersections.

4. **Comment:** There is no mention of the North-side redevelopment or the New Mississippi River Bridge and how these projects may or may not impact the traffic patterns on any of these intersections.

   Response: These two items were discussed at the same meeting as noted above (8/13/09). After subsequent discussions with local agencies, the New Mississippi River Bridge is not considered since construction will be completed after the 2011. The north side redevelopment, including the Mercantile Exchange is described on section 2.1 of the draft report.

5. **Comments on Scenario A:**

   a. Proposes utilizing triple lefts from NB Memorial Drive to WB Market. This is a 20' turning radius and while vehicles can currently make a dual left movement, a truck using the outside left lane will utilize the entire bridge width to complete this maneuver. Triple lefts are not feasible.

   Response: Our traffic analysis and recommendations were based on the Memorial Drive re-construction pavement marking plan (MoDOT **200**_) which showed NB Memorial Drive width as 44' and Market Street (on the bridge) as 39'. At this width, triple widths might be possible. From a traffic engineering perspective, a dual left would create a bottleneck and the simulation model in the AM peak period shows long queues. Should this scenario be implemented, the configuration of this intersection would need to be studied closely by MoDOT and City roadway engineers to determine the feasibility of triple lefts and how they might be accommodated.

   b. Proposes dual right turns from SB Memorial Dr to WB Pine. Does the existing radius safely accommodate this proposed movement?

   Response: The Memorial Drive re-construction pavement marking plan (MoDOT **200**_) indicates a 50' width curb radius, 51' width on Pine St, and 33' width on SB Memorial Drive, all of which appears sufficient for a double right.

   c. Proposed movement from EB Chestnut to NB Memorial shows 3 lanes at the SB Memorial intersection across a 2-lane bridge back to triple lefts onto NB Memorial. Again, the existing turning radius does not safely accommodate this movement onto NB Memorial.

   Response: The model shows dual lefts from EB Chestnut to NB Memorial Drive, after which northbound traffic on Memorial Drive continues on 3 thru lanes. The model will be adjusted to show only two thru lanes on NB Memorial Drive.

   d. The Synchro models should be updated with these changes as well and the LOS and delay times updated in the tables.

   Response: The Synchro models, LOS and delays will be updated in the final report.

Comments from City of Saint Louis (Sept 28, 2009) and NPS Responses (October 2009)

Comment: The study area has not changed from the previous submittal. We had commented last time that this produces some inherent flaws in the study. By limiting the study to only the 16 intersections immediately adjacent to Memorial Drive, the impacts likely to occur upstream/downstream are ignored. As previously discussed, motorists traveling to/from downtown via the freeway system will use alternative access routes - thus having pronounced impacts on some movements at these locations. Examples would include eastbound I-70 motorists entering downtown that would likely exit at Broadway and motorists exiting downtown to westbound I-70 diverting to 4th Street at Convention. Both of these locations are already stressed in terms of congestion and limited capacity. Other examples include motorists to/from I-44/I-55 that would shift to already congested locations such as Truman Parkway/Lafayette and 7th Street/Park areas. Collectively, these diversions will logically improve operations along Memorial Drive, however they could exacerbate problems outside the downtown area.

Response: The modeling scenarios used in the study were discussed and finalized on 8/13/2009, at a meeting attended by representatives of MoDOT, City of St. Louis, East-West Gateway Inc. and Federal Highways. The group agreed to the short planning horizon and the inclusion of Ballpark Village in the underlying assumptions for 2011, as well as the geographic scope of the study. A chapter including a qualitative description of the regional traffic access has been added to the study. However, this study considered the worst case scenario, in terms of regional access, in which traffic volumes are assumed to continue to use the same interstate ramps as before any Memorial Drive closure. By not diverting any traffic volumes, the traffic operations in the area intersections are shown at their worst level for study purposes. In reality, it is very likely that traffic operations in the freeway system will reach equilibrium where travel times between alternative routes will be balanced. Locations that are already stressed in terms of congestion and limited capacity will probably be avoided by drivers, in favor of routes with less congestion, even though a majority of drivers will continue to choose the existing patterns.

Comment: Looking at the differences in each scenario, we're not completely satisfied with the process for reassigning diverted trips within the study area itself. In fact, the trip reassignments between scenarios suggest an over-simplification of traffic diversions within the study area. Judging by the simple diversions of traffic around the different closure points, it appears there is no acknowledgment of origin/destination of trips within the core of the CBD to base these on. Examples would include Pine Street (where traffic loads are a byproduct of the amount of parking and employment along this corridor) where the reassigned trips should have reflected a significant increase in the northbound left turn movement from 4th Street. Had this movement been properly addressed, the capacity analyses would have yielded different results.

Response: Under the No-Build condition this intersection would have 233 vehicles turning Left in the AM peak hour. Under scenario C this number increases to 765 vehicles, considering Pine Street corridor parking and employment. The calculations for scenario B (737 vehicles) will be corrected in the final report.

Comment: The study horizon of 2011 is probably too short for a traffic impact study to properly address the impacts of a permanent modification to the downtown roadway system such as this. A readily available example of this would be the new Mississippi River Bridge that would have pronounced effects on traffic patterns along Memorial Drive.

Response: The study horizon of 2011 was determined early in the process in coordination with the National Park Service and transportation partners from local agencies as the potential year that a Memorial Drive closure could be implemented. A major transportation improvement such as the new Mississippi River Bridge will very likely improve overall traffic patterns in the region and alleviate traffic impacts.

Comment: The build scenarios make generous assumptions that may not be physically or politically feasible, such as the removal of parking (and/or loading) along numerous blocks of Pine Street, Broadway, and 4th Street. This would conflict with concessions that have already been made to a number of businesses (such as the Adam's Mark Hotel and several major office buildings).

Response: The potential changes to parking configurations on Pine, Broadway and Fourth Streets would need to be weighed on a block by block basis against potential effects to each of the businesses along those blocks and in consideration of the numerous off-street parking facilities along and adjacent to the these streets. The traffic study modeled AM and PM peak period conditions, so any necessary lane configurations and parking restrictions could be adjusted, depending upon their need at any particular time of day. For instance, the loading zone alongside the Hyatt Regency Riverfront Hotel on Pine Street could be available in the AM to midday period, and closed during the PM peak, when the capacity is needed for outbound traffic heading east on Pine Street.

Comment: Some of the traffic volumes appear questionable when compared to those collected as part of the Arch Grounds Connector study. While it acknowledged that this is a volatile system, some movements could be subject to much higher volumes than what is shown. An example of this would be the northbound left turn from Memorial Drive onto Market Street in the morning. We previously counted this at 1,000 vehicles per hour (vph) and the study shows 450 vph. Also, while Broadway was not a part of this earlier study, the southbound movement on Broadway at Pine Street during the same period. The study shows only approximately 500 vph in this direction and don't balance when compared to the intersection to the south at Chestnut.

Response: Existing traffic counts were conducted on Thursday August 20, 2009 using video cameras, and the counts were confirmed with MoDOT before starting this traffic analysis. The 2007 CBB study showed 880 vph making the northbound left turn from Memorial Drive onto Market; 640 vph were shown making the left turn on Pine. The August 2009 traffic count shows 450 vph turning left from Memorial Drive to Market Street and 764 vph turning left on Pine Street. In the case of Broadway, because of traffic entering or exiting the parking garages in this block, the traffic may not balance with the intersection at Chestnut.

Comment: Scenarios B and C assume the conversion of both Walnut Street and, respectively, Pine Street from one-way traffic to two-way traffic in order to accommodate the diversions from Memorial Drive. While it may be physically feasible, we have significant concerns that these reconfigurations would provide adequate capacity to accommodate the forecasted conditions. The functional width of these roads (particularly Pine) will not readily facilitate two lanes of heavy traffic in each direction, particularly when considering the turning radii that would be needed by trucks/buses at the intersections. Moreover, selected movements will exceed their realistic capacity (i.e., the EB RT from Walnut onto Memorial is projected to be nearly 2700 vph in 2 lanes, despite a tight radius; the SB LT from Broadway onto Walnut is projected to be 1930 vph in 1 LT lane and 1 shared lane).

Response: Should either scenario B or C be selected, certain intersections might need modifications to accommodate the turning radii required. Keeping in mind that scenarios A, B, or C include a large pedestrian zone free from vehicular traffic, the need for significant sidewalks or pedestrian movements along Pine, Chestnut, Market, or Walnut Streets at Memorial Drive would be lessened with pedestrians accessing the Memorial via the closed portion of Memorial Drive.

Comment: The forecasted conditions do not demonstrate a strategy for prioritized flow during the peak hours. Specifically, it appears that the signalized progression of key travel patterns in each time period were not maintained in the forecasted conditions. Without establishing priorities for signal coordination within the CBD's grid system, the subsequent forecasted capacity analyses will not accurately represent future conditions. It also appears that pedestrian crossing times were not accommodated in the forecasted conditions. Given the amount of consistent pedestrian traffic in the downtown area, signal time must assume pedestrian crossings should be accounted for. It should be noted that Synchro's "optimize" function is for rudimentary conceptual study purposes - not as a valid substitution for solid signal engineering practices which would include incorporating a knowledge of the study area and satisfying its inherent demands.

Response: This is a conceptual traffic study and it does not attempt to propose actual signal timing. For study purposes, signal cycle length of 120 seconds was maintained and splits were adjusted to better handle significantly different forecasted traffic volumes and produce a LOS for comparison of different options. Pedestrian crossing times were maintained as they are shown on the existing timing plans provided by the City.

Comment: There needs to be more dialogue on the treatment of pedestrians within the study area in the various scenarios. At times there appears to be pedestrian movements at intersections where the signals have been

removed and major movements cross them. Examples of this would be the EBL at Pine Street and Memorial Drive with a northside pedestrian crossing. Another example would be the Walnut and Memorial intersection where the signal has been removed and pedestrian movement are shown. Also the effects of pedestrian movements within the core should be addressed appropriately in Synchro. As previously stated, the Synchro files provided by CBB where only utilized to show pre-timed operation for coordination purposes (i.e., not for capacity analyses). However, this study's capacity analyses should consider the impacts of conflicting pedestrians per hour as it affects right turns on red at key intersections. This was not addressed in the consultant's analysis and will certainly impact the forecasted operating conditions.

Response: Under scenario A, no intersections would be removed (though three of them become free-flow). Therefore, pedestrian movements continue to be served by the existing signals. Under scenarios B or C, the Memorial Drive closure provides an opportunity for pedestrians to cross using the large redesigned areas that would be created. The need for pedestrian crossings on the north side of Pine and Memorial, for example, would be minimized. The impact of conflicting pedestrians per hour to the right turn on red will be included in the analysis for the final report.

Comment: These comments are a first run through this material. However, there is enough reasonable doubt to suggest a more detailed review or vetting process that should be exercised. Please note that these comments are not intended to state the Memorial Drive closures are not feasible. We are only advising caution when accepting a study where the impacts have not been accurately reflected yet.

Response: Any potential closure of Memorial Drive would need to be considered within the context of the Design Competition currently being planned as the first step in implementation of the GMP/EIS. Should any of the selected finalists of the Design Competition include a closure of a portion of Memorial Drive as part of their entry, that proposed closure, along with the rest of elements of their entry, would go through another Environmental Impact Statement, in order to assess the specific impacts to all of the various resources at the Memorial, including transportation.

The intent of this particular Memorial Drive Traffic Study was to determine conceptually whether a potential closure of a portion of Memorial Drive may be feasible from a traffic circulation standpoint. As the study indicates, and as the various partner agencies have pointed out, there will be impacts, some adverse, to vehicular traffic associated with a partial closure of Memorial Drive. However, it is conceptually possible to close a portion of Memorial Drive without catastrophically impacting the ability of vehicular traffic to circulate within the vicinity of the Memorial. As is always the case when considering vehicular traffic within an urban context such as downtown St. Louis, the needs of vehicular users must be considered in conjunction with other users within the affected area, including pedestrians, bicyclists, public transit users, businesses, residents, and visitors, including those to Jefferson National Expansion Memorial.